

Indiana Department of Transportation

County Monroe Route Tapp Road / Rockport Road Des. No. 0901730

FHWA-Indiana Environmental Document
CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM
GENERAL PROJECT INFORMATION

Road No./County:

Tapp Road/Country Club Drive and Rockport Road, Monroe

Designation Number:

0901730

Project Description/Termini:

Intersection Improvement / Tapp Road/Country Club Road and Rockport Road

After completing this form, I conclude that this project qualifies for the following type of Categorical Exclusion (FHWA must review/approve if Level 4 CE):

X	Categorical Exclusion, Level 2 – The proposed action meets the criteria for Categorical Exclusion Manual Level 2 - table 1, CE Level Thresholds. Required Signatories: ESM (Environmental Scoping Manager)
	Categorical Exclusion, Level 3 – The proposed action meets the criteria for Categorical Exclusion Manual Level 3 - table 1, CE Level Thresholds. Required Signatories: ESM, ES (Environmental Services Division)
	Categorical Exclusion, Level 4 – The proposed action meets the criteria for Categorical Exclusion Manual Level 4 - table 1, CE Level Thresholds. Required Signatories: ESM, ES, FHWA
	Environmental Assessment (EA) – EAs require a separate FONSI. Additional research and documentation is necessary to determine the effects on the environment. Required Signatories: ES, FHWA

Note: For documents prepared by or for Environmental Services Division, it is not necessary for the ESM of the district in which the project is located to release for public involvement or sign for approval.

Approval

ESM Signature

Date

ES Signature

Date

FHWA Signature

Date

Release for Public Involvement

DGD

2016.07.01 10:18:44 -04'00'

ESM Initials

Date

ES Initials

Date

Certification of Public Involvement

Office of Public Involvement

Date

Note: Do not approve until after Section 106 public involvement and all other environmental requirements have been satisfied.

INDOT ES/District Env.

Reviewer Signature: _____

Date: _____

Name and Organization of CE/EA Preparer: Thomas F. Molt, Environmental Scientist, DLZ Indiana, LLC

This is page 1 of 23 Project name:

Tapp Road/Country Club Drive and Rockport Road
Intersection Improvement

Date: _____

June 8, 2016

Indiana Department of Transportation

County Monroe Route Tapp Road / Rockport Road Des. No. 0901730

Part I - PUBLIC INVOLVEMENT

Every Federal action requires some level of public involvement, providing for early and continuous opportunities throughout the project development process. **The level of public involvement should be commensurate with the proposed action.**

Does the project have a historic bridge processed under the Historic Bridges PA*?

Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>

If No, then:

Yes	No
<input checked="" type="checkbox"/>	<input type="checkbox"/>

Opportunity for a Public Hearing Required?

*A public hearing is required for all historic bridges processed under the Historic Bridges Programmatic Agreement between INDOT, FHWA, SHPO, and the ACHP.

Discuss what public involvement activities (legal notices, letters to affected property owners and residents (i.e. notice of entry), meetings, special purpose meetings, newspaper articles, etc.) have occurred for this project.

Remarks:

Documentation of public involvement activities is presented in Appendix G. A notice of survey letter was sent to the owners of potentially affected parcels on March 26, 2010. The notice of survey letter is presented in Appendix G, page 1.

Views of the public pertaining to the Federal Highway Administration (FHWA) / Indiana Department of Transportation (INDOT) Finding of No Historic Properties Affected were sought through publication of a legal notice in the Herald Times newspaper on March 22, 2016. Comments were requested within 30 days of this publication date. No comments were received. The publisher's affidavit for publication of the legal notice is presented in Appendix D, page 40.

This project will include the acquisition of greater than one-half acre of land for permanent right-of-way. Therefore, in accordance with the *INDOT Public Involvement Manual 2012*, the project meets the one-half acre right-of-way acquisition threshold for requiring the offer of a public hearing. A public hearing will be offered for this project subsequent to authorization of this environmental document to be advanced to the public involvement phase of project development. Notices for the public hearing offer will be advertised in the Herald Times and the Indianapolis Star newspapers. This environmental document will be updated appropriately after it is released for public involvement and after the offering for a hearing. After completion of the public involvement activities, this environmental document will be re-submitted for approval by INDOT.

Public Controversy on Environmental Grounds

Will the project involve substantial controversy concerning community and/or natural resource impacts?

Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>

Remarks:

The project is not anticipated to involve substantial controversy concerning community and/or natural resource impacts.

Part II - General Project Identification, Description, and Design Information

Sponsor of the Project: City of Bloomington, Indiana INDOT District: Seymour
Local Name of the Facility: Tapp Road/Country Club Drive and Rockport Road

Funding Source (mark all that apply): Federal ☒ State ☐ Local ☒ Other* ☐

*If other is selected, please identify the funding source: _____

This is page 2 of 23 Project name: Tapp Road/Country Club Drive and Rockport Road Intersection Improvement Date: June 8, 2016

Indiana Department of Transportation

County Monroe Route Tapp Road / Rockport Road Des. No. 0901730

PURPOSE AND NEED:

Describe the transportation problem that the project will address. The solution to the traffic problem should NOT be discussed in this section. (Refer to the CE Manual, Section IV.B.2. Purpose and Need)

Project Need:

In the project vicinity, traffic volumes are projected to increase in the future due to continued commercial, institutional and residential neighborhood growth. With the existing four-legged stop controlled intersection, traffic volumes are currently resulting in delays and future delays will likely further increase to unacceptable levels. Currently, there is one alternative transportation (multi-use trail) facility that terminates within the project limits.

The need for this intersection improvement project is to allow for the safe and efficient movement of traffic in the design year of 2037, and to improve alternative transportation opportunities in the project area. There is also a need to improve the stopping sight distance and intersection sight distance along Tapp Road due to a crest vertical curve (hill) located just west of the intersection. Additionally, intersection sight distance at Pinehurst Drive and Tapp Road (within the project limits) is deficient for right turn movement from Pinehurst Drive to Tapp Road.

Project Purpose:

The purpose for this intersection improvement project is to improve the operational characteristics of the existing intersection and to allow for the safe and efficient movement of traffic through the project design year of 2037. Additionally, the purpose for this project includes increasing alternative transportation opportunities.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Monroe Municipality: City of Bloomington

Limits of Proposed Work: Intersection improvement extending approximately 440 feet along the north leg (Rockport Road), 500 feet along the east leg (Country Club Drive), 330 feet along the south leg (Rockport Road), and 800 feet along the west leg (Tapp Road).

Total Work Length: 0.39 Mile(s) Total Work Area: _____ Acre(s)

Is an Interchange Modification Study / Interchange Justification Study (IMS/IJS) required?

If yes, when did the FHWA grant a conditional approval for this project?

Yes¹

No

Date:

¹If an IMS or IJS is required; a copy of the approved CE/EA document must be submitted to the FHWA with a request for final approval of the IMS/IJS.

In the remarks box below, describe existing conditions, provide in detail the scope of work for the project, including the preferred alternative. Include a discussion of logical termini. Discuss any major issues for the project and how the project will improve safety or roadway deficiencies if these are issues.

Tapp Road/Country Club Drive is classified as an Urban Arterial and Rockport Road is classified as an Urban Collector. Land use in the project area consists of commercial, institutional (church) and residential properties.

This project will reconstruct the existing stop-sign controlled intersection with added right and left-turn lanes and a traffic signal light. The right and left-turn lanes are anticipated to improve traffic operations at this intersection. In addition, the vertical alignment of the approaches will be modified to improve sight distance and safety. Project location maps and photographs of the surrounding area are included in Appendix B, page 4. Project preliminary roadway plans are included in Appendix B, pages 7-18.

The proposed improvements consist of the following:

- A new traffic signal light will be installed at the intersection.
- Road work will extend approximately 440 feet along the north leg, 500 feet along the east leg, 330 feet along the south leg, and 800 feet along the west leg.

This is page 3 of 23 Project name: Tapp Road/Country Club Drive and Rockport Road Intersection Improvement Date: June 8, 2016

Indiana Department of Transportation

County Monroe Route Tapp Road / Rockport Road Des. No. 0901730

- o Left turn lanes will be provided on the west leg (Tapp Road) and east leg (Country Club Drive) of the intersection.
- Approximately 150 feet of Pinehurst Drive will be reconstructed to adjust the vertical alignment and improve intersection sight distance for the Pinehurst Drive and Tapp Road intersection.
- The vertical alignment along Tapp Road just west of the Rockport Road intersection will be corrected to improve intersection sight distance.
- The existing skew within the intersection is 35 degrees. The proposed alignment along Rockport Road will be adjusted to reduce this skew angle to 30 degrees, meeting the minimum INDOT requirements for a skewed intersection.
- The drainage design will incorporate standard concrete curb and gutters with an enclosed storm water network to provide drainage away from the pavement areas.
- Sidewalks and multi-use paths with Americans with Disabilities Act (ADA) compliant ramps will be added as follows:
 - o Along the west leg of the intersection, a new multiuse path will be designed along the north side of Tapp Road, tying into the existing multiuse path approximately 1,300 feet west of the intersection. In addition, along the west leg of the intersection, sidewalk will be installed along the south side of Tapp Road, tying into the existing sidewalk.
 - o Along the east leg of the intersection, a multiuse path will be installed along the north side of Country Club Drive. No sidewalk will be installed along the south side of Country Club Drive.
 - o Along the north leg of the intersection, sidewalks will be installed along the west side and an 8-foot multi-use path will be installed along the east side of Rockport Road. This sidewalk will be extended along the west side of Rockport Road to the intersection with Pinehurst Drive. Along the east side, a multi-use path will be installed extending north to the property line of the Indiana Avenue Church of Christ.
 - o Along the south leg of the intersection, no sidewalks will be installed along the east and west sides of Rockport Road. The new sidewalk located along the south side of Tapp Road will extend east crossing Rockport Road before turning north to connect with the multi-use path noted above that extends north to the property line of the Indiana Avenue Church of Christ.
 - o The existing sidewalk along the east and west side of Pinehurst Drive will be reconstructed within the project limits.
- To reduce the footprint of the project and avoid surrounding features, a retaining wall is proposed. This wall will be located along the south side of Country Club Drive on the east leg of the intersection. This wall will be located in a fill section.

OTHER ALTERNATIVES CONSIDERED:

Describe all discarded alternatives, including the Do-Nothing Alternative and an explanation of why each discarded alternative was not selected.

Do Nothing Alternative:

Selection of the Do Nothing Alternative is not prudent because it would not satisfy the project's purpose and need of improving operation characteristics and safety of the affected roadways.

Roundabout Intersection Design:

The initial intersection design concept for this project included a roundabout. This alternative would satisfy the project purpose and need; however, due to high construction cost, impact to the adjoining properties, and karst resource impacts associated with the additional land area required for a roundabout, the initial roundabout design concept was discarded and a signalized intersection was decided upon by the City of Bloomington.

The Do Nothing Alternative is not feasible, prudent or practicable because (Mark all that apply):

It would not correct existing capacity deficiencies;

It would not correct existing safety hazards;

It would not correct the existing roadway geometric deficiencies;

It would not correct existing deteriorated conditions and maintenance problems; or

It would result in serious impacts to the motoring public and general welfare of the economy.

Other (Describe):

X
X
X

ROADWAY CHARACTER:

Functional Classification: (Tapp Road/Country Club Drive) Primary Arterial
 Current ADT: 12,500 VPD (2017) Design Year ADT: 14,830 VPD (2037)

This is page 4 of 23 Project name: Tapp Road/Country Club Drive and Rockport Road Intersection Improvement Date: June 8, 2016

Indiana Department of Transportation

County Monroe Route Tapp Road / Rockport Road Des. No. 0901730

Design Hour Volume (DHV): 1,240 Truck Percentage (%): 5%
 Designed Speed (mph): 35 Legal Speed (mph): 30

Existing

Proposed

Number of Lanes:	2		3	
Type of Lanes:	Through		2 through and 1 left-turn lane	
Pavement Width:	Varies	ft.	11	ft.
Shoulder Width:	2	ft.	2	ft.
Median Width:	N/A	ft.	N/A	ft.
Sidewalk/ Multi-Use Path Width:	5 / 8	ft.	5 / 8	ft.

Setting: ☐ Urban ☒ Suburban ☐ Rural
 Topography: ☐ Level ☒ Rolling ☐ Hilly

If the proposed action has multiple roadways, this section should be filled out for each roadway.

Functional Classification: (Rockport Road) Local Agency Collector
 Current ADT: 3,416 VPD (2017) Design Year ADT: 4,050 VPD (2037)
 Design Hour Volume (DHV): 450 Truck Percentage (%): 3%
 Designed Speed (mph): 35 Legal Speed (mph): 30

Existing

Proposed

Number of Lanes:	2		2	
Type of Lanes:	Through		Through	
Pavement Width:	Varies	ft.	12	ft.
Shoulder Width:	None	ft.	Varies	ft.
Median Width:	N/A	ft.	N/A	ft.
Sidewalk/ Multi-Use Path Width:	5 (north of intersection)	ft.	5 / 8 (north of intersection)	ft.

Setting: ☐ Urban ☒ Suburban ☐ Rural
 Topography: ☐ Level ☒ Rolling ☐ Hilly

DESIGN CRITERIA FOR BRIDGES:

Structure/NBI Number(s): _____ Sufficiency Rating: _____
 (Rating, Source of Information)

Existing

Proposed

Bridge Type:				
Number of Spans:				
Weight Restrictions:		ton		ton
Height Restrictions: (under)				ft.
Curb to Curb Width:		ft.		ft.
Outside to Outside Width:		ft.		ft.
Shoulder Width:		ft.		ft.
Length of Channel Work:				ft.

This is page 5 of 23 Project name: Tapp Road/Country Club Drive and Rockport Road Intersection Improvement Date: June 8, 2016

Indiana Department of Transportation

County Monroe Route Tapp Road / Rockport Road Des. No. 0901730

Describe bridges and structures; provide specific location information for small structures.

Remarks:

This project will have no involvement with bridges. An existing 24" corrugated metal pipe culvert is located just north of the intersection. This culvert conveys roadside drainage from the north and west under Rockport Road to the east. This culvert will be replaced in-kind as a part of this project. In addition, an existing 24" corrugated metal pipe culvert is located just east of the intersection. This culvert conveys roadside drainage from the north and west under Rockport Road to the southeast. This culvert also will be replaced in-kind as a part of this project. No other culverts or small drainage structures will be affected by this project. Refer to the attached Plan Sheets in Appendix B, pages 7-18.

☐ **Yes**
☐ **No**
☒ **N/A**

Will the structure be rehabilitated or replaced as part of the project?

If the proposed action has multiple bridges or small structures, this section should be filled out for each structure.

MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

	Yes	No
Is a temporary bridge proposed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is a temporary roadway proposed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the project involve the use of a detour or require a ramp closure? (describe in remarks)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Provisions will be made for access by local traffic and so posted.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Provisions will be made for through-traffic dependent businesses.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Provisions will be made to accommodate any local special events or festivals.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the proposed MOT substantially change the environmental consequences of the action?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is there substantial controversy associated with the proposed method for MOT?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Remarks:

The maintenance of traffic (MOT) for this project will consist of a detour route. Access to local businesses, institutions and residences will be maintained at all times. Traffic will be maintained according to 2016 INDOT Standard Specifications.

Tapp Road/Country Club Road and Rockport Road will be closed at times during construction. The Tapp Road through traffic will be detoured via SR 37, Second Street and Rogers Street. This detour will add approximately 7.10 miles to the distance traveled by through traffic. The Rockport Road through traffic will be detoured via That Road, Rogers Street and Country Club Road. This detour will add approximately 3.70 miles to the distance traveled by through traffic. Please refer to the MOT plan sheets presented as Appendix B, pages 8-9.

Local businesses within the project area were identified by a DLZ Environmental Scientist during field reconnaissance on April 8, 2016. The field reconnaissance identified no through-traffic dependent businesses in the project vicinity that will be adversely affected by the temporary roadway closures or detours. Review of the City of Bloomington's community events calendar (<http://bloomington.in.gov/calendars/>) identified no events that will be adversely impacted by this project.

Early coordination letters requesting a response detailing any concerns or questions regarding the proposed project were provided to the local school authority and emergency responders. No early coordination responses were received from these agencies.

While the temporary roadway closure and detour could cause minor travel delays, no other impacts are anticipated. These delays will be temporary (during construction). The duration of the road closure is currently unknown; however, the public will be informed of any and all detours or lane restrictions through the use of public media outlets and the following INDOT Traffic Wise web site: <http://indot.carsprogram.org>.

This is page 6 of 23 Project name: Tapp Road/Country Club Drive and Rockport Road Intersection Improvement Date: June 8, 2016

Indiana Department of Transportation

County Monroe Route Tapp Road / Rockport Road Des. No. 0901730

ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: \$ 323,840 (2015) Right-of-Way: \$ 750,000 (2017) Construction: \$ 3,229,553 (2018)

Anticipated Start Date of Construction: August 2017

Date project incorporated into STIP July 1, 2015*

Is the project in an MPO Area?

Yes	No
<input checked="" type="checkbox"/>	<input type="checkbox"/>

If yes,

Name of MPO Bloomington/Monroe County Metropolitan Planning Organization (BMCMPPO)

Location of Project in TIP 2016-2019 BMCMPPO Transportation Improvement Program (TIP). Please refer to Appendix G, page 3.

Date of incorporation by reference into the STIP July 1, 2015

* Please note that an administrative modification will be needed to account for the discrepancy between the anticipated project costs listed in the STIP and TIP.

RIGHT OF WAY:

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	0.44	0.22
Commercial	1.10	0
Agricultural	0	0
Forest	0	0
Wetlands	0	0
Other: (institutional - church)	1.24	0.21
Other: (subdivision – undeveloped)	0.09	0.13
TOTAL	2.87	0.56

Describe both Permanent and Temporary right-of-way and describe their current use. Typical and Maximum right-of-way widths (existing and proposed) should also be discussed. Any advance acquisition or reacquisition, either known or suspected, and there impacts on the environmental analysis should be discussed.

Remarks:

For the purpose of environmental resource agency early coordination it was estimated that up to 2.98 acres of permanent right-of-way and 0.58 acre of temporary right-of-way will be required for this project. These estimates were based on conservative conceptual design right-of-way requirements and were later reduced through the preliminary design process.

Approximately, 0.44 acre of existing residential land will be acquired for permanent right-of-way from landowners with properties along Tapp Road and Rockport Road. The affected residential land within the proposed right-of-way currently consists of trees, shrubs, lawns and landscape areas. In addition, 0.22 acre of residential land will be required for

This is page 7 of 23 Project name: Tapp Road/Country Club Drive and Rockport Road Intersection Improvement Date: June 8, 2016

Indiana Department of Transportation

County Monroe Route Tapp Road / Rockport Road Des. No. 0901730

temporary right-of-way for grading and driveway reconstruction.

Approximately, 1.10 acres of existing commercial land will be acquired for permanent right-of-way from the landowners with properties along Tapp Road, Rockport Road and Country Club Road. The affected commercial land within the proposed right-of-way currently consists of trees, shrubs, lawns and landscape areas.

Approximately, 1.24 acres of existing institutional (church) land will be acquired for permanent right-of-way from the two landowners with properties along Tapp Road, Rockport Road and Country Club Road. The affected institutional land within the proposed right-of-way currently consists of trees, shrubs, lawns and landscape areas. In addition, 0.21 acre of temporary right-of-way will be required from the institutional landowners for grading and driveway reconstruction.

Approximately, 0.09 acre of existing undeveloped residential neighborhood land will be acquired for permanent right-of-way from the Southern Pines Subdivision landowner in the northwest intersection quadrant. The undeveloped residential neighborhood land to be acquired consists of trees, shrubs and lawn areas. In addition, 0.13 acre of temporary right-of-way will be required from the Southern Pines Subdivision landowner for entryway reconstruction.

Part III – Identification and Evaluation of Impacts of the Proposed Action

SECTION A – ECOLOGICAL RESOURCES

	Presence	Impacts	
		Yes	No
Streams, Rivers, Watercourses & Jurisdictional Ditches			
Federal Wild and Scenic Rivers			
State Natural, Scenic or Recreational Rivers			
Nationwide Rivers Inventory (NRI) listed			
Outstanding Rivers List for Indiana			
Navigable Waterways			

Remarks:

A review of the IndianaMap Geographic Information System (GIS) data layers (<http://inmap.indiana.edu/viewer.htm>) for water resources, as well as topographic and aerial maps, was performed as part of the Red Flag Investigation (RFI) for the project (Appendix E, pages 1-15). There are no stream, river or watercourse features noted within the anticipated construction limits.

On April 8, 2016, a DLZ Indiana, LLC Wetland Scientist conducted field reconnaissance of the project area for the presence of features likely to be considered Waters of the United States. The field inspection confirmed the lack of drainage features that have Waters of the United States parameters including OHWM or exhibited bed and bank features. The field inspection revealed five ditches that convey roadside drainage discharges to the southeast. These ditches were manmade for the purpose of roadside drainage, constructed in mapped upland soil units, drain only upland areas, and do not convey a relatively permanent flow of water. Therefore, these five ditches are not identified as jurisdictional Waters of the United States. No other drainage features were observed that had Waters of the United States parameters including OHWM or exhibited bed and bank features.

As shown in Appendix B, pages 13 and 16, existing corrugated metal pipe culverts convey drainage under Rockport Road and Country Club Drive. These culverts convey flows from the roadside ditches that are not identified as Waters of the United States. The proposed replacement culverts shown in Appendix B, pages 13 and 16 will not impact Waters of the United States and compensatory mitigation is; therefore, not required for this project.

This is page 8 of 22 Project name: Tapp Road/Country Club Drive and Rockport Road Intersection Improvement Date: June 8, 2016

Indiana Department of Transportation

County Monroe Route Tapp Road / Rockport Road Des. No. 0901730

Other Surface Waters	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
Reservoirs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lakes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Farm Ponds	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Detention Basins	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Storm Water Management Facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Remarks: On April 8, 2016, a DLZ Indiana, LLC Environmental Scientist conducted field reconnaissance of the project area for the presence of reservoirs, lakes, farm ponds, detention basin or storm water management features located within or immediately adjacent to the project area. The field inspection did not identify any of these features within or adjacent to the project area. Per the RFI prepared and the field reconnaissance conducted for this project, there are no reservoirs, lakes, farm ponds, detention basins or storm water management features located within or immediately adjacent to the project area. Refer to Appendix E, page 8.

Wetlands	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Total wetland area: 0 acre(s) Total wetland area impacted: 0 acre(s)

(If a determination has not been made for non-isolated/isolated wetlands, fill in the total wetland area impacted above.)

Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments

<u>Wetlands</u> (Mark all that apply)	<u>Documentation</u>	<u>ES Approval Dates</u>
Wetland Determination	<input checked="" type="checkbox"/>	<input type="text"/>
Wetland Delineation	<input type="checkbox"/>	<input type="text"/>
USACE Isolated Waters Determination	<input type="checkbox"/>	<input type="text"/>
Mitigation Plan	<input type="checkbox"/>	<input type="text"/>

Improvements that will not result in any wetland impacts are not practicable because such avoidance would result in (Mark all that apply and explain):

Substantial adverse impacts to adjacent homes, business or other improved properties;	<input type="checkbox"/>
Substantially increased project costs;	<input type="checkbox"/>
Unique engineering, traffic, maintenance, or safety problems;	<input type="checkbox"/>
Substantial adverse social, economic, or environmental impacts, or	<input type="checkbox"/>
The project not meeting the identified needs.	<input type="checkbox"/>

Measures to avoid, minimize, and mitigate wetland impacts need to be discussed in the remarks box.

Remarks: A review of the IndianaMap GIS data layers (<http://inmap.indiana.edu/viewer.htm>) for water resources, as well as topographic and aerial maps, was performed as part of the RFI for this project (Appendix E, pages 1-16). On April 8, 2016, a DLZ Indiana, LLC Wetland Scientist conducted field reconnaissance of the project area for the presence of features likely to be considered jurisdictional wetlands. No areas meeting the definition of jurisdictional wetlands were

This is page 9 of 23 Project name: Tapp Road/Country Club Drive and Rockport Road Intersection Improvement Date: June 8, 2016

Indiana Department of Transportation

County <u>Monroe</u>	Route <u>Tapp Road / Rockport Road</u>	Des. No. <u>0901730</u>
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identified within or adjacent to the project area.

The project will not impact wetlands and is therefore in compliance with the most current version of the wetland finding portion of the Categorical Exclusion Programmatic Agreement between the Federal Highway Administration and the Indiana Department of Transportation. No individual wetlands finding is required.

Terrestrial Habitat

Unique or High Quality Habitat

Presence

X

Impacts

Yes	No
X	

Use the remarks box to identify

each type of habitat and the acres impacted (i.e. forested, grassland, farmland, lawn, etc).

Remarks:

Terrestrial habitats within the project area were identified by a DLZ Environmental Scientist during field reconnaissance on April 8, 2016. Terrestrial habitats that will be affected include approximately 0.52 acre of existing forest land that will be acquired for permanent right-of-way. The forest land to be acquired is located within an adjacent commercial (golf course) property in the southeast intersection quadrant. Impacts will include the removal of trees and shrubs. Impact upon this forest habitat is limited to areas adjacent to the existing roadways, intersection and approaches, where habitat values are lower than similar habitats further away.

In addition, approximately 0.44 acre of residential land, 1.10 acres of commercial land, and 1.24 acres of institutional land, along Tapp Road, Country Club Road and Rockport Road, will be acquired for permanent right-of-way. These existing lands consist of trees, shrubs, lawn and landscape areas. Impacts upon these natural terrestrial habitats are limited to areas adjacent to the existing roadways, intersections and approaches, where habitat values are lower than similar habitats further away. Impacts will include the removal of trees, shrubs, lawn and landscape areas.

The Indiana Department of Natural Resources Division of Fish and Wildlife (IDNR) early coordination response letter noted that the forested habitat in the southeast intersection quadrant will be impacted by this project. Refer to Appendix C, pages 5-6. Approximately, 0.52 acre of non-wetland forest habitat in the southeast intersection quadrant will be disturbed.

The IDNR recommended that impacts to non-wetland forest under one acre in an urban setting should be mitigated by planting five trees, at least 2 inches in diameter-at-breast height (dbh), for each tree which is removed that is 10" dbh or greater (5:1 mitigation based on the number of large trees). The IDNR provided a list of recommended measures to avoid, minimize or compensate for impacts to fish, wildlife and botanical resources. One such measure pertaining to limiting potential habitat impacts is listed as an environmental commitment for further consideration in the Environmental Commitments section of this document. Refer to Section J – Environmental Commitment 8 below.

If there are high incidences of animal movements observed in the project area, or if bridges and other areas appear to be the sole corridor for animal movement, consideration of utilizing wildlife crossings should be taken.

Karst

Is the proposed project located within or adjacent to the potential Karst Area of Indiana?

Are karst features located within or adjacent to the footprint of the proposed project?

Yes

No

X
X

If yes, will the project impact any of these karst features?

X

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Use the remarks box to identify any karst features within the project area. (Karst investigation must comply with the Karst MOU, dated October 13, 1993)

Remarks:

A review of the IndianaMap GIS data layers (<http://inmap.indiana.edu/viewer.htm>) for karst resources, as well as topographic and aerial maps, was performed as part of the RFI for this project (Appendix E, pages 1-15). As shown in Appendix E, page 10, the project area is located within the karst features area of the state as identified in the October 13, 1993, Karst Memorandum of Understanding (MOU). On May 7, 2015, a DLZ Indiana, LLC environmental scientist conducted field reconnaissance of the project area for the presence of karst features. Karst features were identified near or within the project limits.

This is page 10 of 23

Project name:

Tapp Road/Country Club Drive and Rockport Road
Intersection Improvement

Date:

June 8, 2016

Indiana Department of Transportation

County Monroe	Route Tapp Road / Rockport Road	Des. No. 0901730
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A Survey of Karst Features Report was prepared for this project (Hydrogeology, Inc., July 10, 2015). Refer to Appendix H, pages 1-2. Eight sinkholes, one swallow hole and one spring were identified in the karst survey area. The majority of karst features are located in an undeveloped forest area in the southeast intersection quadrant. The majority of the study area has been developed as either residential or commercial properties. It is possible that karst features were backfilled over the course of these developments.

One swallow hole was identified in the study area. (Refer to feature RR-02 in Appendix H, page 2). The swallow hole was actively draining three gallons-per-minute at the time of field identification and was located approximately seven feet from the edge of pavement of the existing Rockport Road. Due to the proximity to Rockport Road, the Karst Report recommended exploratory excavation and geotechnical borings to determine if this feature is karst related. The Karst Report also recommended that if this feature is karst related, it should receive a concrete cap treatment.

Geotechnical evaluation of the swallow hole RR-02 was conducted and a report documenting the findings was prepared (Earth Exploration, Inc., December 17, 2015). Refer to Appendix H, pages 3-6. The geotechnical evaluation determined that swallow hole RR-02 is a karst feature. The evaluation also concurred with the Karst Report's recommendation that the swallow hole should receive a concrete cap treatment. In accordance with the October 13, 1993, Karst MOU, and with the recommendations of the karst and geotechnical reports prepared for this project, the swallow hole RR-02 will receive a concrete cap treatment. The concrete cap treatment of swallow hole RR-02 will be a firm environmental commitment for this project. Refer to Section J, Environmental Commitment 2 below.

All findings in the Karst Report are based on the field review conducted for this project on March 11, 2015. The karst landscape is constantly evolving. Sinkholes and swallow holes can form rapidly, particularly after heavy rain. It is possible that additional karst features will be uncovered during construction activities. Any karst features discovered during construction activities will be treated in accordance with the October 13, 1993, Karst MOU. Erosion control methods appropriate for construction in karst zones will be implemented and maintained throughout the duration of construction to prevent off-site transport of sediment-contaminated runoff. Refer to Section J, Environmental Commitment 9 below.

Threatened or Endangered Species	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
Within the known range of any federal species	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Any critical habitat identified within project area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Federal species found in project area (based upon informal consultation)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State species found in project area (based upon consultation with IDNR)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Yes	No	
Is Section 7 formal consultation required for this action?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Remarks:

The United States Fish and Wildlife Service (USFWS) early coordination letter dated April 11, 2016, noted that the project is within the range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (*Myotis septentrionalis*). The USFWS letter also noted that there is suitable summer habitat (and records) for the presence of both of these species throughout the area surrounding the project site. The USFWS letter further noted that the project will not eliminate enough suitable habitat to affect these two species. Refer to the attached USFWS early coordination response letter in the Categorical Exclusion Appendix C, pages 15-16.

To avoid incidental take from removal of an occupied roost tree, the USFWS recommended that tree clearing be avoided during the period April 1 through September 30. The tree-clearing restriction will be a firm commitment for this project. Refer to Section J – Environmental Commitment 4 below. If this measure is implemented, the USFWS concurs that this project is not likely to adversely affect the Indiana bat or the northern long-eared bat. Further coordination under Section 7 of the Endangered Species Act of 1973, as amended, is not required.

In an Early Coordination response dated April 24, 2015, the IDNR Division of Fish and Wildlife indicated that a review of its Natural Heritage Program data had identified no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity. (See Appendix C, pages 5-6).

This is page 11 of 23	Project name: Tapp Road/Country Club Drive and Rockport Road Intersection Improvement	Date: June 8, 2016
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Indiana Department of Transportation

County Monroe Route Tapp Road / Rockport Road Des. No. 0901730

SECTION B – OTHER RESOURCES

Drinking Water Resources

Wellhead Protection Area
Public Water System(s)
Residential Well(s)
Source Water Protection Area(s)
Sole Source Aquifer (SSA)

Presence

X

Impacts

Yes

No

X

If a SSA is present, answer the following:

Is the Project in the St. Joseph Aquifer System?
Is the FHWA/EPA SSA MOU Applicable?
Initial Groundwater Assessment Required?
Detailed Groundwater Assessment Required?

Yes

No

Remarks:

The project is not located in the St. Joseph Aquifer System, and the FHWA/Environmental Protection Agency (EPA) Sole Source Aquifer MOU does not apply.

City of Bloomington public water utilities are present in the project area. Public and private utility coordination has been undertaken for this project and will be ongoing throughout the design and construction process. In accordance with Indiana Administrative Code 105 IAC 13-3-3, an INDOT Utility Relocation Work Plan for this project is required from all involved utilities.

The IDEM's Wellhead Proximity Determinator website (<http://idemmaps.idem.in.gov/whpa/>) was reviewed on April 29, 2016 by an environmental scientist from DLZ Indiana LLC. The required project location data was provided and it was determined this project is not located within a Wellhead Protection Area. Refer to Appendix B, Page 5. The IndianaMap GIS data layer for well (IDNR) locations was reviewed. There are no source water protection areas or residential wells in the project area. Therefore, no impacts to drinking water resources are anticipated as a result of this project.

Flood Plains

Longitudinal Encroachment
Transverse Encroachment
Project located within a regulated floodplain
Homes located in floodplain within 1000' up/downstream from project

Presence

Impacts

Yes

No

Discuss impacts according to classification system described in the "Procedural Manual for Preparing Environmental Studies".

Remarks:

Based on a review of the IndianaMap website (<http://www.indianamap.org/>) GIS data layers, the project area is not located within a regulatory floodway. Refer to Appendix E, pages 3 and 8. Therefore, an IDNR construction in a floodway permit will not be required.

The project does not encroach upon a regulatory floodplain as determined from available Federal Emergency Management Agency (FEMA) flood plain maps. Refer to Appendix B, page 6. Therefore, it does not fall within the guidelines for the implementation of 23 CFR 650, 23 CFR 771, and 44 CFR.

Farmland

Agricultural Lands
Prime Farmland (per NRCS)

Presence

Impacts

Yes

No

Total Points (from Section VII of CPA-106/AD-1006* N/A

This is page 12 of 23 Project name: Tapp Road/Country Club Drive and Rockport Road Intersection Improvement Date: June 8, 2016

Indiana Department of Transportation

County Monroe Route Tapp Road / Rockport Road Des. No. 0901730

**If 160 or greater, see CE Manual for guidance.*

See CE Manual for guidance to determine which NRCS form is appropriate for your project.

Remarks:

In an April 1, 2015 coordination response (Appendix C, page 3), Natural Resources Conservation Service (NRCS) indicated that the project will not cause a conversion of prime farmland. This project will not impact any area currently in use as farmland. No other alternatives other than those already discussed in this document would be considered without a re-evaluation of the project's potential impacts upon farmland.

SECTION C – CULTURAL RESOURCES

	Category	Type	INDOT Approval Dates	N/A
Minor Projects PA Clearance				X

Eligible and/or Listed Resource Present

Results of Research

Archaeology	
NRHP Buildings/Site(s)	X
NRHP District(s)	
NRHP Bridge(s)	

Project Effect

No Historic Properties Affected ☐ No Adverse Effect ☒ Adverse Effect ☐

Documentation Prepared

Documentation (mark all that apply)

		ES/FHWA Approval Date(s)	SHPO Approval Date(s)
Historic Properties Short Report			
Historic Property Report	X	January 26, 2011, and May 5, 2011 (HPR re- evaluation)	March 16, 2011, June 7, 2011 (HPR re-evaluation), and April 1, 2015
Archaeological Records Check/ Review			
Archaeological Phase Ia Survey Report	X	February 10, 2011, and September 21, 2015 (Addendum)	March 16, 2011, and October 30, 2015 (Addendum)
Archaeological Phase Ic Survey Report			
Archaeological Phase II Investigation Report			
Archaeological Phase III Data Recovery			
APE, Eligibility and Effect Determination	X	March 8, 2016	March 29, 2016
800.11 Documentation	X	March 8, 2016	March 29, 2016

Memorandum of Agreement (MOA) ☐

MOA Signature Dates (List all signatories)

Describe all efforts to document cultural resources, including a detailed summary of the Section 106 process, using the categories outlined in the remarks box. The completion of the Section 106 process requires that a Legal Notice be published

This is page 13 of 23 Project name: Tapp Road/Country Club Drive and Rockport Road Intersection Improvement Date: June 30, 2016

Indiana Department of Transportation

County Monroe Route Tapp Road / Rockport Road Des. No. 0901730

in local newspapers. Please indicate the publication date, name of paper(s) and the comment period deadline. Likewise include any further Section 106 work which must be completed at a later date, such as mitigation or deep trenching.

Remarks:

Area of Potential Effect (APE):

The APE consists of an irregularly shaped area around the intersection of Tapp Road/Country Club Drive and Rockport Road. It extends along Rockport Road, 870 feet north and 1,600 feet south of its intersection with Tapp Road/Country Club Drive, and Tapp Road/Country Club Drive, 1,650 feet east and 1,200 feet west of its intersection with Rockport Road. A graphical depiction of the APE is presented in Appendix D, page 6.

Coordination with Consulting Parties:

The local agencies and individuals listed below were invited in writing to participate as consulting parties for this project. Invitations and project information were provided to the local agencies and individuals on October 1, 2011. These local agencies and individuals were also sent re-coordination invitations on June 26, 2015.

Local Agency / Individual Invited	Response / Date
Monroe County Historian	No response / declined
Monroe County History Center	No response / declined
Indiana Landmarks, Western Regional Office	Accepted / October 6, 2010
Monroe County Commissioners	Accepted / July 14, 2015
Mayor of the City of Bloomington	No response / declined
Monroe County Historic Preservation Board of Review	Accepted / July 24, 2015
City of Bloomington Historic Preservation Commission (BHPC)	Accepted / February 24, 2011

The Indiana State Historic Preservation Office (SHPO), FHWA and INDOT are automatically consulting parties. The SHPO was requested to identify the need to include additional consulting parties. The March 16, 2011, SHPO response letter provided the name of an additional organization to be invited to participate in consultation. Refer to the attached SHPO response letter in Appendix B, Exhibit 4. The additional organization is as follows:

Local Agency / Individual Invited	Response / Date
Duncan Campbell, Preservation Development, Inc.	No response / declined

Due to the change in project scope from the initial roundabout concept to the current signalized intersection design, re-coordination was initiated. Invitation letters were mailed to all the consulting parties listed above on June 26, 2015, with the following additions.

Local Agency / Individual Invited	Response / Date
Indiana Landmarks, Central Regional Office	Accepted / July 14, 2015
Bloomington Restorations, Inc.	No response / declined
Downtown Bloomington Commission	No response / declined

Archaeology:

Phase 1a archaeological reconnaissance survey of the project area (ASC Group, Inc., February 10, 2011) did not identify National Register of Historic Places (NR) listed or NR-eligible archaeological sites. The report was reviewed by the INDOT-CRO and provided to the SHPO for review and comments on February 14, 2011. The SHPO concurred with the findings of this report in their March 16, 2011, comment letter (See Appendix D, pages 19-20). The recommendations from the report are presented in Appendix D, page 2.

As a result of changes in the scope of the project, the revised project area was reexamined. An addendum archaeological investigation was completed (ASC Group, Inc., September 21, 2015). No NRHP listed or eligible archaeological resource was identified within the revised project area. The report recommended that the project be allowed to proceed without additional archaeological assessment. The report was reviewed by the INDOT-CRO and provided to the SHPO for review and comment on September 29, 2015. The SHPO concurred with the findings of this addendum report in their October 30, 2015, comment letter (Appendix D, pages 25-26).

Historic Properties:

A Historic Properties Report (HPR), which documents reviews of currently available information and the survey efforts undertaken to identify historic properties within the APE, was prepared (ASC Group, Inc., January 13, 2011). The HPR was provided to the consulting parties for review and comment on January 28, 2011. In response to the HPR review

This is page 14 of 23 Project name: Tapp Road/Country Club Drive and Rockport Road Intersection Improvement Date: June 8, 2016

Indiana Department of Transportation

County	Monroe	Route	Tapp Road / Rockport Road	Des. No.	0901730
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request, the SHPO's March 16, 2011 letter requested additional information to make a determination of eligibility in regards to the Borland House (IHSSI Site #105-055-60434). Refer to the attached SHPO response letter in Appendix D, pages 19-20.

In response to the January 28, 2011, consultation and HPR review request, a response letter dated February 24, 2011, was received from the BHPC. In addition to accepting consulting party status, the BHPC letter stated disagreement with the HPR's assessment of the previously surveyed Borland House located at 3020 South Rockport Road. The BHPC letter provided additional historic information pertaining to the Borland House and indicated that the Borland House is eligible for listing in the NRHP under Criteria A, B and C. The BHPC letter expressed the opinion that the project would have an adverse effect on the Borland House and requested non-specific mitigation. The BHPC letter is presented in Appendix D, pages 14-18.

A re-evaluation of the Borland House property was prepared (ASC Group, Inc., May 4, 2011). The re-evaluation recommended that the Borland House is eligible for NRHP listing under Criterion C. The re-evaluation was reviewed by the INDOT-CRO and provided to the SHPO in a letter dated May 5, 2011. On June 7, 2011, the SHPO concurred with the re-evaluation's NRHP eligibility recommendations. The June 7, 2011, SHPO consultation letter also requested additional information such as detailed site plans to evaluate the project's effects on the Borland House. Refer to Appendix D, pages 21-22.

In 2011, the scope of the initial project included the installation of a roundabout at this intersection. To avoid and minimize environmental impacts, the initial project scope was revised in January 2015 to include the installation of a traffic signal light at this intersection in-lieu of a roundabout.

In response to the SHPO's June 7, 2011 request for additional information regarding the project's potential to affect the Borland House, additional project information including detailed site plans for the project's revised scope of work was provided to the SHPO on February 27, 2015.

On April 1, 2015, the SHPO concurred with the APE established for the project and with the ASC Group, Inc. prepared HPR re-evaluation and NRHP recommendations. Refer to the SHPO response letter in Appendix D, pages 23-24.

Due to the change in project scope from a roundabout to a signalized intersection, on June 26, 2015, a re-coordination package was provided to the SHPO and invited consulting parties. It was recommended that a finding of No Adverse Effect would be appropriate for the project as currently proposed.

On July 29, 2015, the SHPO concurred with the HPR re-evaluation and NRHP recommendations, that the characteristics that qualify the Borland House for inclusion in the NRHP will not be diminished as a result of this project. Refer to the attached SHPO response letter in Appendix D, pages 25-26.

Documentation, Findings:

The results of the archaeological records check and reconnaissance survey (ASC Group, Inc., February 10, 2011) and addendum (ASC Group, Inc., 09/21/2015) indicated that there were no NRHP listed or eligible archaeological resources within the original as well as revised project areas. The reports recommended that the project be allowed to proceed without additional archaeological assessment. The INDOT-CRO approved the reports and the SHPO concurred with the recommendations on June 7, 2011, and October 30, 2015. Refer to attached Appendix D, pages 21-22 and pages 27-28, respectively.

On July 29, 2015, based on a review of the requested additional information including revised project plans, the SHPO concurred with the ASC Group, Inc. prepared HPR re-evaluation and NRHP recommendations, that the characteristics that qualify the Borland House for inclusion in the NRHP will not be diminished as a result of this project. The HPR re-evaluation concludes that no other historic properties or structures within the APE are listed in or eligible for the NR or the Indiana State Register of Historic Sites and Structures. Refer to attached Appendix D, pages 8-9. Refer to the attached SHPO response letter in Appendix D, pages 25-26. On April 1, 2015, and July 29, 2015, the SHPO concurred with the APE established for the project and with the HPR re-evaluations and recommendations.

On March 8, 2016, the INDOT, on behalf of the FHWA, issued a finding of "No Historic Properties Affected". See Appendix D, page 45. On March 29, 2016, the SHPO concurred with the finding. See Appendix D, page 44 for a copy of the letter. No other comments were received.

Public Involvement:

INDOT's Findings, made on behalf of FHWA, and supporting 36 CFR 800.11(d) documentation were provided to the SHPO and other consulting parties for a final 30-day comment period. On March 22, 2016, views of the public were concurrently sought through publication of the Findings in the Herald Times (Bloomington) newspaper. Please refer to the publishers affidavit attached in Appendix D, page 46. No party expressed objection to the Findings.

The Section 106 process has been completed and the responsibilities of the FHWA have been fulfilled.

This is page 15 of 23	Project name:	Tapp Road/Country Club Drive and Rockport Road Intersection Improvement	Date:	June 8, 2016
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Indiana Department of Transportation

County <u>Monroe</u>	Route <u>Tapp Road / Rockport Road</u>	Des. No. <u>0901730</u>
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SECTION D – SECTION 4(f) RESOURCES/ SECTION 6(f) RESOURCES

Section 4(f) Involvement (mark all that apply)

Parks & Other Recreational Land

Publicly owned park
Publicly owned recreation area
Other (school, state/national forest, bikeway, etc.)

Presence

Use

Yes	No

Evaluations

Prepared

Programmatic Section 4(f)*
“De minimis” Impact*
Individual Section 4(f)

FHWA Approval date

--

Wildlife & Waterfowl Refuges

National Wildlife Refuge
National Natural Landmark
State Wildlife Area
State Nature Preserve

Presence

Use

Yes	No

Evaluations

Prepared

Programmatic Section 4(f)*
“De minimis” Impact*
Individual Section 4(f)

FHWA Approval date

--

Historic Properties

Sites eligible and/or listed on the NRHP

Presence

--

Use

Yes	No

Evaluations

Prepared

Programmatic Section 4(f)*
“De minimis” Impact*
Individual Section 4(f)

FHWA Approval date

--

*FHWA approval of the environmental document also serves as approval of any Section 4f Programmatic and/or De minimis evaluation(s) discussed below.

Discuss Programmatic Section 4(f) and “de minimis” Section 4(f) impacts in the remarks box below. Individual Section 4(f) documentation must be separate Draft and Final documents. For further discussions on Programmatic, “de minimis” and Individual Section 4(f) evaluations please refer to the “Procedural Manual for the Preparation of Environmental Studies”. Discuss proposed alternatives that satisfy the requirements of Section 4(f).

Remarks:

Based upon review of the Recreational Facilities and Managed Lands data layers contained on the IndianaMap website (<http://inmap.indiana.edu/viewer.htm>) and April 8, 2016 field reconnaissance (DLZ Environmental Scientist), no wildlife/waterfowl refuges or parks and other recreational lands are located within or near the project area. No Historic properties were identified within the project area.

This is page 16 of 23	Project name: <u>Tapp Road/Country Club Drive and Rockport Road Intersection Improvement</u>	Date: <u>June 8, 2016</u>
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Indiana Department of Transportation

County Monroe Route Tapp Road / Rockport Road Des. No. 0901730

Section 6(f) Involvement

Presence

Use

Yes

No

Section 6(f) Property

☐
☐
☐

Discuss proposed alternatives that satisfy the requirements of Section 6(f). Discuss any Section 6(f) involvement.

Remarks: No Section 6(f) resources were identified within the project area based upon a review of the information available at the National Park Service website (<http://waso-lwcf.nrc.nps.gov/public/index.cfm>), and by field reconnaissance (DLZ Indiana, LLC Environmental Scientist) on April 8, 2016. The project will not involve any properties acquired by or improved with the Land and Water Conservation Fund. Please refer to Appendix E, page 14.

SECTION E – Air Quality

Air Quality

Conformity Status of the Project

Is the project in an air quality non-attainment or maintenance area?

Yes

No

☐
☒

If YES, then:

Is the project in the most current MPO TIP?

☐
☐

Is the project exempt from conformity?

☐
☐

If the project is NOT exempt from conformity, then:

Is the project in the Transportation Plan (TP)?

☐
☐

Is a hot spot analysis required (CO/PM)?

☐
☐

Level of MSAT Analysis required?

Level 1a ☒ Level 1b ☐ Level 2 ☐ Level 3 ☐ Level 4 ☐ Level 5 ☐

Remarks: This project is located within the Bloomington/Monroe County Metropolitan Planning Organization (BMCMPPO) jurisdictional area. The BMCMPPO area lies within an area classified as being in attainment for all criteria pollutants by the United States Environmental Protection Agency (EPA).
The pages from the Fiscal Year (FY) 2016-2019 Indiana Statewide Transportation Improvement Program (STIP) document that reference the project, and the July 1, 2015, FHWA approval letter for the FY 2016-2019 BMCMPPO Transportation Improvement Program (TIP) are presented in Appendix G, pages 1-2 and pages 8-11, respectively. The page from the FY 2016-2019 BMCMPPO TIP document that references the project is presented in Appendix G, page 3.

SECTION F - NOISE

Noise

Yes

No

Is a noise analysis required in accordance with FHWA regulations and INDOT's traffic noise policy?

☐
☒

No

Yes/ Date

ES Review of Noise Analysis

Remarks: This project is a Type III project. In accordance with 23 CFR 772 and the INDOT Traffic Noise Policy, this action does not require formal noise analysis.

This is page 17 of 23

Project name:

Tapp Road/Country Club Drive and Rockport Road
Intersection Improvement

Date:

June 30, 2016

Indiana Department of Transportation

County MonroeRoute Tapp Road /
Rockport RoadDes. No. 0901730

SECTION G – COMMUNITY IMPACTS

Regional, Community & Neighborhood Factors

Will the proposed action comply with the local/regional development patterns for the area?

Yes

☒

No

☐

Will the proposed action result in substantial impacts to community cohesion?

☐☒

Will the proposed action result in substantial impacts to local tax base or property values?

☐☒

Will construction activities impact community events (festivals, fairs, etc.)?

☐☒

Does the community have an approved transition plan?

☒☐

If No, are steps being made to advance the community's transition plan?

☐☐

Does the project comply with the transition plan? (explain in the remarks box)

☒☐

Remarks:

While the roadway and bridge are under construction, the project will result in minor temporary negative effects upon the public such as extended travel length and delays. The effects will cease upon completion of the project. No long-term negative regional, community or neighborhood impacts are anticipated. The project is anticipated to result in positive effects by better traffic flow. In addition, the eight foot wide multi-use asphalt trail and bridge will improve safety conditions and increase alternative transportation options for bicyclists and pedestrians.

In compliance with ADA standards, the project will construct the eight foot wide multi-use asphalt trails and sidewalks along Tapp Road/Country Club Road and Rockport Road with curb ramps. Therefore, this project is in compliance with the City of Bloomington ADA Transition Plan (2014). A copy of the City of Bloomington 2014 ADA Transition Plan may be found at the city's website: <http://www.bloomington-in.gov/>.

Indirect and Cumulative Impacts

Will the proposed action result in substantial indirect or cumulative impacts?

Yes

☐

No

☒

Remarks:

The project will not result in substantial indirect and cumulative impacts. The project will not affect access to parcels where none currently exists, nor will it affect future changes in planned land use in the area. The project will not provide access to areas that are not currently planned for development.

Public Facilities & Services

Will the proposed action result in substantial impacts on health and educational facilities, public and private utilities, emergency services, religious institutions, airports, public transportation or pedestrian and bicycle facilities? *Discuss how the maintenance of traffic will affect public facilities and services.*

Yes

☐

No

☒

Remarks:

The proposed roadway closure during construction will cause minor short-term impacts to the travelling public. No long-term negative impacts to public facilities or services are anticipated. Traffic will be detoured during construction. Through traffic will not be maintained during construction. However, access to all properties will be maintained during construction and safety conditions for motorists and pedestrians will be improved.

Public and private utility coordination has been undertaken and will be ongoing throughout the design and construction process. In accordance with Indiana Administrative Code 105 IAC 13-3-3, an INDOT Utility Relocation Work Plan for this project is required from all involved utilities.

Local emergency responders (Monroe County Sheriff and Emergency Management, and the City of Bloomington Fire Department) and the Monroe County Community School Corporation were sent Early Coordination requests. No concerns were expressed over the project's potential to affect emergency response times. The local emergency responders will be informed of any and all detours or lane restrictions through the use of public media outlets and the following INDOT Traffic Wise web site: <http://indot.carsprogram.org>.

Indiana Department of Transportation

County Monroe Route Tapp Road / Rockport Road Des. No. 0901730

Environmental Justice (EJ) (Presidential EO 12898)

During the development of the project were EJ issues identified?

Does the project require an EJ analysis?

If YES, then:

Are any EJ populations located within the project area?

Will the project result in adversely high or disproportionate impacts to EJ populations?

Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>

Remarks:

If a project will result in two or more relocations or 0.5 acre of additional permanent right-of-way is required, then a full Environmental Justice (EJ) analysis is required. The project's right of way requirements exceed the 0.5 acre acquisition threshold.

Data from the 2010 Census (2010-2014 ACS 5-yr Estimates) contained on the US Census Bureau Website (<http://factfinder2.census.gov/faces/nav/jsf/pages/index.xhtml>) were reviewed on-line to determine the presence of minority populations and/or low-income populations within the affected community (AC) by calculating their percentages relative to the community of comparison (COC), and to then determine whether such populations will be adversely and disproportionately affected.

The AC was determined to be Census Tracts 4.02, 11.01 and 11.02 within the City of Bloomington, in Monroe County, Indiana. The AC was compared to the City of Bloomington, Indiana (COC). Refer to the data sheets and census tracts map contained in Appendix I, pages 1-11.

Affected communities which are more than 50% minority or low-income are automatically considered EJ populations. The percentage of minority or low-income individuals within the AC (Census Tracts 4.02, 11.01 and 11.02) does not exceed 50% in either the AC or the COC. For all other affected communities, an EJ population exists if the low-income population or minority population is 25% higher than the population in the community of comparison.

As can be seen in Table 1 below, within the AC for Census Tracts 4.02, 11.01 and 11.02, non-white or minority individuals are 18.20%, 14.08% and 17.40%, respectively, which is less than 50% and also less than 125% of the 20.68% (25.85%) of non-white/minority individuals in the COC. Because the AC does not contain concentrations of minority individuals that exceed 50 % of the AC total, or that exceed 125% of the COC, minority populations of concern for environmental justice are not present within or near the project area.

Table 1: Minority EJ Analysis				
	COC City of Bloomington	AC Census Tract 4.02	AC Census Tract 11.01	AC Census Tract 11.02
Total:	81,963	4,307	5,029	4,583
Not Hispanic or Latino:	78,603	4,193	4,954	4,499
White alone	65,017	3,523	4,321	3,786
Percent Non-white (Minority)	20.68%	18.20%	14.08%	17.40%
AC > 50% or > 125% COC?	(25.85%)	No	No	No
EJ Population of Concern?		No	No	No

As can be seen in Table 2 below, within the AC for Census Tracts 4.02, 11.01 and 11.02, low income individuals are 28.67%, 25.53% and 17.44%, respectively, which is less than 50% and also less than 125% of the 39.04% (48.80%) of low income individuals in the COC. Because the AC does not contain concentrations of low income individuals that exceed 50 % of the AC total, or that exceed 125% of the COC, low income populations of concern for environmental justice are not present within or near the project area.

This is page 19 of 23 Project name: Tapp Road/Country Club Drive and Rockport Road Intersection Improvement Date: June 8, 2016

Indiana Department of Transportation

County Monroe Route Tapp Road / Rockport Road Des. No. 0901730

Table 2: Low Income EJ Analysis

	COC Bloomington	AC Census Tract 4.02	AC Census Tract 11.01	AC Census Tract 11.02
Total:	67,839	4,307	4,948	4,432
Income in the past 12 months below poverty level:	26,483	1,235	1,263	773
Percent Low Income	39.04%	28.67%	25.53%	17.44%
AC > 125% COC?	(48.80%)	No	No	No
EJ Population of Concern?		No	No	No

No EJ populations were identified; therefore, as a result of this project, no disproportionate and adverse impact to any EJ population is anticipated. This data collection and analysis is consistent with the size of the project and of the affected community.

Relocation of People, Businesses or Farms

Will the proposed action result in the relocation of people, businesses or farms?

Is a Business Information Survey (BIS) required?

Is a Conceptual Stage Relocation Study (CSRS) required?

Has utility relocation coordination been initiated for this project?

Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>

Number of relocations: Residences: 0 Businesses: 0 Farms: 0 Other: 0

If a BIS or CSRS is required, discuss the results in the remarks box.

Remarks: No relocations are required. The project will not impact any buildings or structures, nor will it negatively affect access to abutting and nearby property.
Public and private utility coordination has been undertaken and will be ongoing throughout the design and construction process. In accordance with Indiana Administrative Code 105 IAC 13-3-3, an INDOT Utility Relocation Work Plan for this project is required from all involved utilities.

SECTION H – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

Documentation

Hazardous Materials & Regulated Substances (Mark all that apply)

Red Flag Investigation

Phase I Environmental Site Assessment (Phase I ESA)

Phase II Environmental Site Assessment (Phase II ESA)

Design/Specifications for Remediation required?

X

No Yes/ Date

ES Review of Investigations	X	
-----------------------------	---	--

Include a summary of findings for each investigation.

Remarks: The RFI document prepared for this project is presented as Appendix E, pages 1-15. Regarding hazardous materials, there are 5 Hazmat Concern sites located within the half-mile RFI radius.
One Brownfield Site is located within the half-mile RFI radius. This site also is listed as an UST site below. The site is

This is page 20 of 23 Project name: Tapp Road/Country Club Drive and Rockport Road Intersection Improvement Date: June 8, 2016

Indiana Department of Transportation

County Monroe	Route Tapp Road / Rockport Road	Des. No. 0901730
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identified as a former gas station located along Rogers Street south of Country Club Drive. This Brownfield site is located approximately 0.4 mile east of the project area and is unlikely to impact or be impacted by the proposed project.

Two Leaking Underground Storage Tanks (LUST) are located within the half-mile RFI radius. The nearest LUST site is located along Rogers Street south of Country Club Drive approximately 0.4 mile east of the study area. These LUST sites are not located in proximity to the project area and are unlikely to impact or be impacted by the proposed project.

Two Underground Storage Tanks (UST) are located within the half-mile RFI radius, one of which is also listed as a LUST site above. The nearest UST site is located along Rogers Street south of Country Club Drive approximately 0.4 mile east of the study area. These UST sites are not located in proximity to the project area and are unlikely to impact or be impacted by the proposed project.

No other Hazardous Material concerns are located within the half-mile RFI radius. The hazardous materials sites are not located in close proximity to the proposed project. Due to the distance to these features, they are unlikely to impact or be permanently impacted by the project. These features are not located within the study area and do not require further coordination. No further investigation is warranted.

The Hazardous Materials Site Assessment Form completed for this project by a DLZ Environmental Scientist subsequent to field reconnaissance performed during April 8, 2016, is presented in Appendix E, page 15.

SECTION I – PERMITS CHECKLIST

Permits (mark all that apply)

Likely Required

Army Corps of Engineers (404/Section10 Permit)

Individual Permit (IP)	
Nationwide Permit (NWP)	
Regional General Permit (RGP)	
Pre-Construction Notification (PCN)	
Other	
Wetland Mitigation required	
Stream Mitigation required	

IDEM

Section 401 WQC	
Isolated Wetlands determination	
Rule 5	X
Other	
Wetland Mitigation required	
Stream Mitigation required	

IDNR

Construction in a Floodway	
Navigable Waterway Permit	
Lake Preservation Permit	
Other	
Mitigation Required	

US Coast Guard Section 9 Bridge Permit

Others (Please discuss in the remarks box below)

Remarks:

The project will disturb more than one acre, and will require a Rule 5 Permit to be issued by Indiana Department of Environmental Quality (IDEM). It will be the responsibility of the project sponsor or designer on behalf of the project sponsor to obtain the necessary permits.

This is page 21 of 23	Project name: Tapp Road/Country Club Drive and Rockport Road Intersection Improvement	Date: June 8, 2016
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Indiana Department of Transportation

County Monroe Route Tapp Road / Rockport Road Des. No. 0901730

SECTION J- ENVIRONMENTAL COMMITMENTS

The following information should be provided below: List all commitments, name of agency/organization requesting the commitment(s), and indicating which are firm and which are for further consideration. The commitments should be numbered.

Remarks:

Firm:

1. If permanent or temporary right of way amounts change, the INDOT Environmental Services (ES) division will be contacted immediately. (ES).
2. In accordance with the October 13, 1993, Karst MOU, and with the recommendations of the karst and geotechnical reports prepared for this project, swallow hole RR-02 will receive a concrete cap treatment. (ES).
3. In accordance with the October 13, 1993 Karst Memorandum of Understanding (MOU) between INDOT, the IDNR, the IDEM, and the USFWS, if any additional karst features are encountered, a karst survey will be conducted, with mitigation measures as necessary. (USFWS).
4. Do not cut any trees suitable for Indiana bat roosting (greater than 3" dbh, living or dead, with loose hanging bark) from April 1 through September 30. (USFWS).
5. If a spill occurs or contaminated soils or water are encountered during construction, appropriate personal protection equipment (PPE) should be used. Contaminated materials will need to be properly handled by trained personnel and disposed in accordance with current regulations. IDEM should be notified through the spill line at (888) 233-7745 within 24 hours of discovery of contamination. (IDEM).
6. Should it be determined that a permit is required (other than those noted above), the applicable permit(s) will be obtained prior to any construction. (ES).

For Further Consideration:

7. Avoid impacts to the wooded area in the southeast quadrant of the intersection to the greatest extent possible. A mitigation plan should be developed for any unavoidable habitat impacts. Impacts to non-wetland forest over one (1) acre should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is removed in a rural setting, replacement should be at a 1:1 ratio based on area. Impacts to non-wetland forest under one (1) acre in an urban setting should be mitigated by planting five trees, at least 2 inches in diameter-at-breast-height (dbh), for each tree which is removed that is 10" dbh or greater (5:1 mitigation based on the number of large trees). (IDNR Division of Fish and Wildlife).
8. Erosion control methods appropriate for construction in karst zones need to be implemented and maintained throughout the duration of construction to prevent off-site transport of sediment-contaminated runoff. (IDNR Division of Fish and Wildlife).
9. Revegetate all bare and disturbed areas with a mixture of native grasses (excluding all varieties of tall fescue), legumes, and native shrub and hardwood tree species as soon as possible upon completion. (IDNR Division of Fish and Wildlife).
10. Plant native hardwood trees along the top of the bank and right-of-way to replace the vegetation destroyed during construction. (IDNR Division of Fish and Wildlife).
11. Post "Do Not Mow or Spray" signs along the right-of-way. (IDNR Division of Fish and Wildlife).
12. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized. (IDNR Division of Fish and Wildlife).
13. Seed and protect disturbed stream banks and slopes that are 3:1 or steeper with biodegradable heavy-duty erosion control blankets (follow manufacturer's recommendation for installation); seed and apply mulch on all other disturbed areas. (IDNR Division of Fish and Wildlife).
14. Implement temporary erosion and siltation control devices such as placement of riprap check dams in drainage ways and ditches, installation of silt fences, covering exposed areas with erosion control materials, and grading slopes to retain runoff in basins. (USFWS).
15. Re-vegetate all disturbed soil areas immediately upon completion, using native trees and shrubs in the riparian zone wherever feasible. (USFWS).
16. Post DO NOT DISTURB signs at the construction zone boundaries and do not clear trees or understory vegetation outside the boundaries. (USFWS).

This is page 22 of 23 Project name: Tapp Road/Country Club Drive and Rockport Road Intersection Improvement Date: June 8, 2016

Indiana Department of Transportation

County <u>Monroe</u>	Route <u>Tapp Road / Rockport Road</u>	Des. No. <u>0901730</u>
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SECTION K- EARLY COORDINATION

Please list the date coordination was sent and all agencies that were contacted as a part of the development of this Environmental Study. Also, include the date of their response or indicate that no response was received. INDOT and FHWA are automatically considered early coordination participants and should only be listed if a response is received.

Remarks:

Early coordination packages were sent to the following agencies on March 20, 2015. The packages contained a cover letter, project description, location maps and project area photographs. Refer to Appendix B pages 1-4 and Appendix C page 1.

Agency/Party	Response Date(s)
Federal and State Natural Resource/Regulatory Agencies	
INDOT – Office of Aviation	3/23/2015
U. S. Fish and Wildlife Service (USFWS)	4/11/2016
USDA – Natural Resources Conservation Service (NRCS)	4/1/2015
Indiana Geological Survey	4/2/2015
Indiana Department of Natural Resources (IDNR)	4/24/2015
Indiana Department of Environmental Management (IDEM)	April 8, 2016
Louisville District, Army Corps of Engineers	No Response
U.S. Department of Housing and Urban Development	No Response
Wayne-Hoosier National Forest – Forest Supervisor	No Response
Local and County Agencies	
Monroe County Community School Corporation	No Response
Monroe County Sheriff's Office	No Response
Monroe County Highway Engineering Department	No Response
Monroe County Commissioner	No Response
Monroe County Surveyor	No Response
Monroe County Plan Commission	No Response
Monroe County Emergency Management	No Response
Monroe County Soil & Water Conservation District	No Response
City of Bloomington Fire Department	No Response
City of Bloomington Planning Department	No Response
City of Bloomington Mayor	No Response
Bloomington/Monroe County Metropolitan Planning Organization	No Response

This is page 23 of 23	Project name: <u>Tapp Road/Country Club Drive and Rockport Road Intersection Improvement</u>	Date: <u>June 8, 2016</u>
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City of Bloomington Tapp Road and Rockport Road Intersection Improvement Project
Monroe County, Indiana
INDOT Designation Number: 0901730

Appendices

A.	INDOT Supporting Documentation
A1	Categorical Exclusion Threshold Table
B.	Graphics
B1	Project location map
B2	USGS topographic map
B3	GIS aerial map
B4	Project area photographs
B5	Wellhead proximity map
B6	Floodplain map
B7-18	Project preliminary plan sheets
C.	Early Coordination
C1	Example early coordination Letter – March 20, 2015 (attachments removed)
C2	INDOT Aviation response letter – March 23, 2015
C3	NRCS response letter – April 1, 2015
C4	IGS response letter – April 2, 2015
C5-C6	IDNR Division of Fish and Wildlife response letter – April 24, 2015
C7-C14	IDEM response letter – April 8, 2016
C15-C16	USFWS response letter – April 11, 2016
D.	Section 106 of the NHPA
D1-D2	2011 Archaeological document excerpts
D3-D4	2015 Archaeological Addendum document excerpts
D3-D7	Historic Property Report excerpts
D8-D9	Historic Property Report Re-evaluation
D10-D44	Consulting Party letters
D45	INDOT, acting on FHWA’s behalf, finding of “No Historic Properties Affected”
D46	Section 106 Public Notice publishers affidavit
E.	Red Flag Investigation and Hazardous Materials
E1–E9	Red Flag Investigation excerpts
E10-E12	Monroe County, Indiana Endangered, Threatened and Rare Species List
E13	Land and Water Conservation Fund Section 6(f) Monroe County properties list
E14	Hazardous Materials Site Visit Form
F.	Public Involvement
F1	Example Notice of Survey letter – March 26, 2010
G.	Air Quality
G1-G2	Pages from 2016-2019 INDOT STIP project list for Monroe County
G3	Page from 2016-2019 Bloomington/Monroe County MPO TIP
G4-G5	Pages from 2014-2017 INDOT STIP project list for Monroe County
G6-G7	IDEM County list of Air Quality Maintenance Areas

City of Bloomington Tapp Road and Rockport Road Intersection Improvement Project
Monroe County, Indiana
INDOT Designation Number: 0901730

Appendices (continued)

H. Karst Investigation

- H1-H2 Karst Report excerpts
- H3-H6 Geotechnical Evaluation excerpts
- H7-H9 October 13, 1993 Karst Memorandum of Understanding

I. Demographics Tables

- I1-I2 2010 – 2014 American Community Survey (ACS) 5-year minority estimates for Bloomington
- I3-I4 2010 – 2014 ACS 5-year minority estimates for Census Tracts 4.02 and 11.01
- I5-I6 2010 – 2014 ACS 5-year minority estimates for Census Tract 11.02
- I7 2010 – 2014 ACS 5-year poverty estimates for Bloomington
- I8 2010 – 2014 ACS 5-year poverty estimates for Census Tract 4.02
- I9 2010 – 2014 ACS 5-year poverty estimates for Census Tract 11.01
- I10 2010 – 2014 ACS 5-year poverty estimates for Census Tract 11.02
- I11 Census Tracts Map

Categorical Exclusion Level Thresholds

	Level 1	Level 2	Level 3	Level 4
Relocations	None	≤ 2	> 2	> 10
Right-of-Way¹	< 0.5 acre	< 10 acres	≥ 10 acres	≥ 10 acres
Length of Added Through Lane	None	None	Any	Any
Permanent Traffic Pattern Alteration	None	None	Yes	Yes
New Alignment	None	None	< 1 mile	≥ 1 mile ²
Wetlands	< 0.1 acre	< 1 acre	< 1 acre	≥ 1 acre
Stream Impacts*	≤ 300 linear feet of stream impacts, no work beyond 75 feet from pavement	> 300 linear feet impacts, or work beyond 75 feet from pavement	N/A	N/A
Section 4(f)	None	None	None	Any impacts
Section 6(f)	None	None	Any impacts	Any impacts
Section 106*	"No Historic Properties Affected" or falls within guidelines of Minor Projects PA	"No Adverse Effect" or "Adverse Effect"	N/A	If ACHP involved Or Historic Bridge Involvement ⁷
Noise Analysis Required	No	No	Yes ³	Yes ³
Threatened/Endangered Species	"Not likely to Adversely Affect", or Falls within Guidelines of USFWS 9/8/93 Programmatic Response	N/A	N/A	"Likely to Adversely Affect" ⁴
Sole Source Aquifer Groundwater Assessment	Detailed Assessment Not Required	Detailed Assessment Not Required	Detailed Assessment Not Required	Detailed Assessment Required
Approval Level • ESM ⁵ • ES ⁶ • FHWA	Yes	Yes	Yes Yes	Yes Yes Yes

*These thresholds have changed from the March 2011 Manual.

¹Permanent and/or temporary right-of-way.

²If the length of the new alignment is equal to or greater than one mile, contact the FHWA's Air Quality/Environmental Specialist.

³In accordance with INDOT's Noise Policy.

⁴ If the project is considered Likely to Adversely Affect Threatened and/or Endangered Species, INDOT and the FHWA should be consulted to determine whether a higher class of document is warranted.

⁵Environmental Scoping Manager

⁶Environmental Services Division

⁷ Any involvement with a bridge processed under the Historic Bridge Programmatic Agreement

APPENDIX B

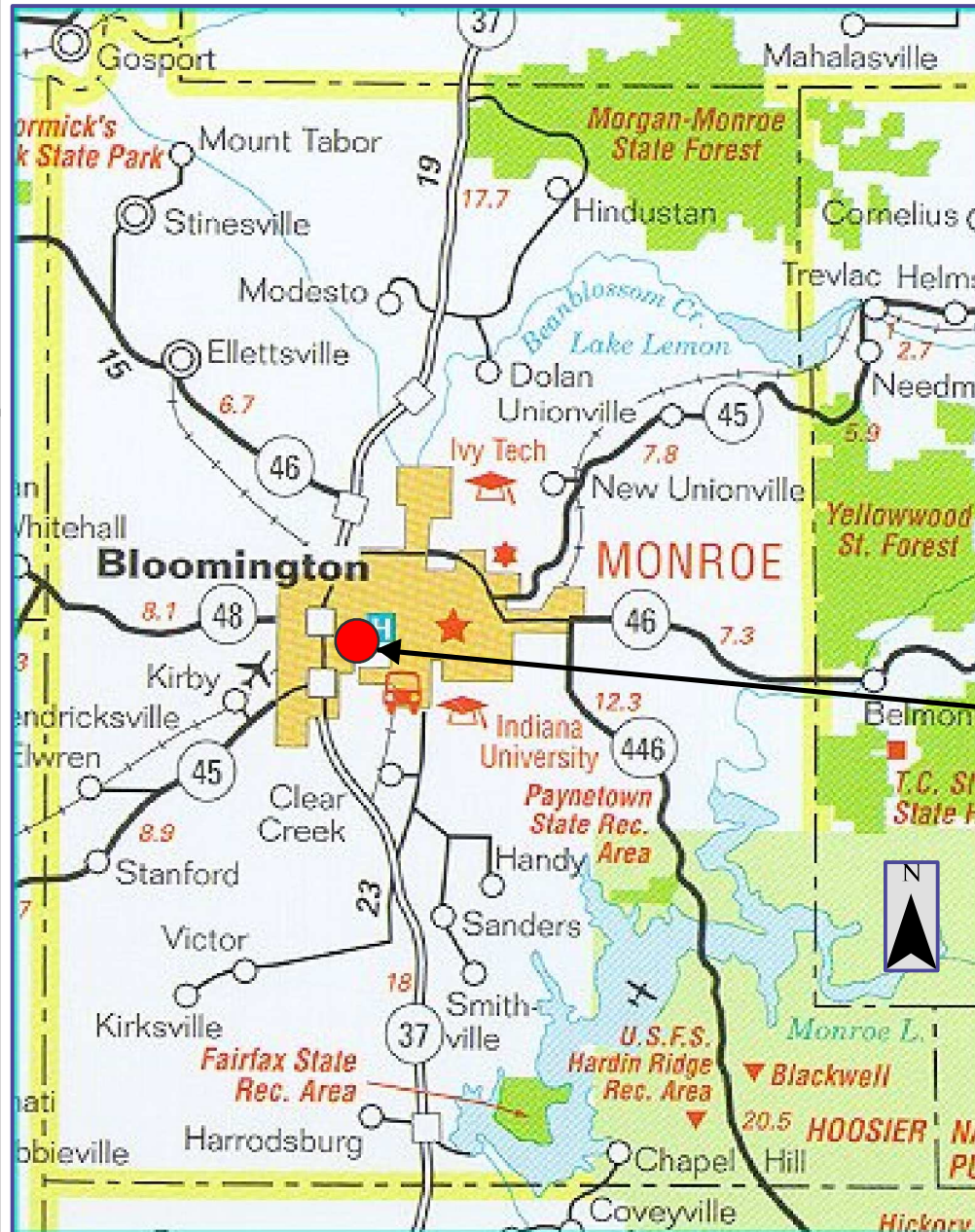
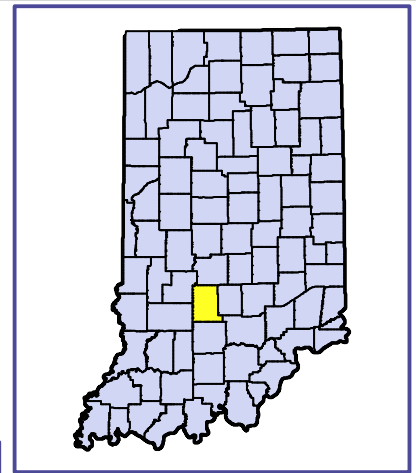
Graphics



Categorical Exclusion Level 2 Documentation
INDOT Designation Number: 0901730
Tapp Road and Rockport Road Intersection Improvement
City of Bloomington, Monroe County, Indiana

Appendix B

Project Area Location Maps



Approximate
Project Location

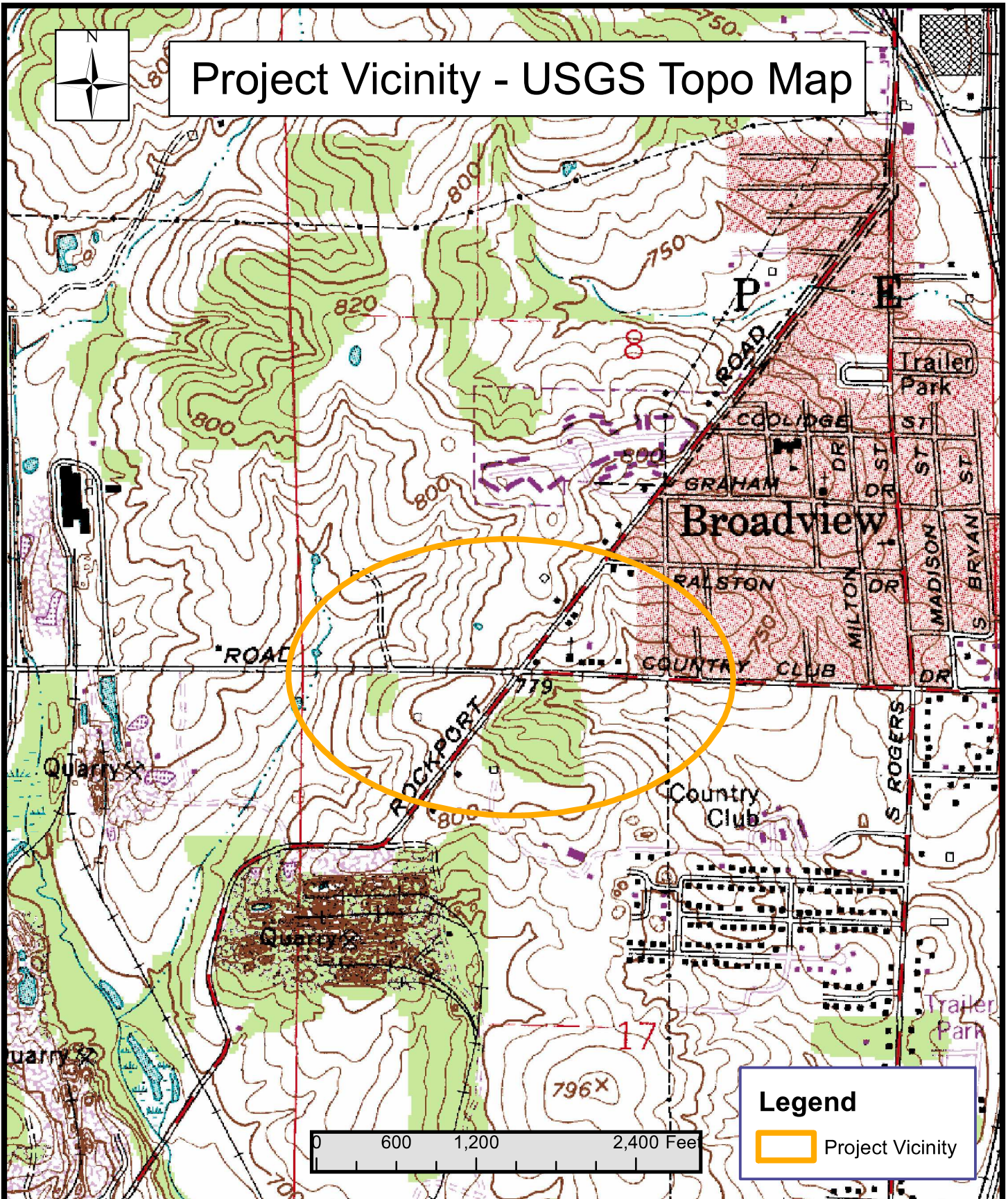
**Tapp Road and Rockport Road Intersection Improvement
Monroe County, Indiana**

INDOT Designation No.: 0901730





Project Vicinity - USGS Topo Map



Legend

 Project Vicinity

**Tapp Road and Rockport Road Intersection Improvement
Monroe County, Indiana**

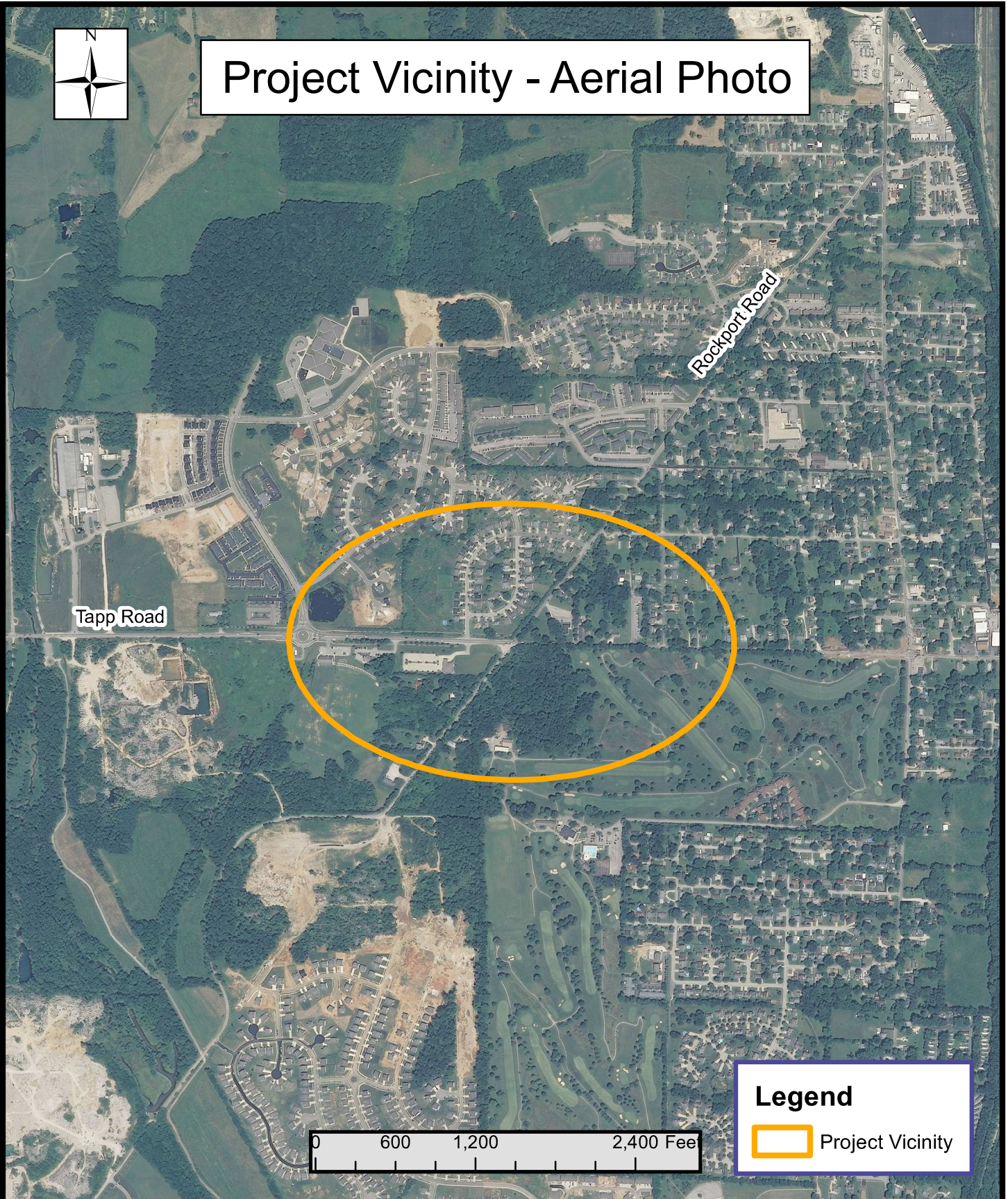
INDOT Designation No.: 0901730

USGS Topo Map





Project Vicinity - Aerial Photo



Legend

 Project Vicinity

0 600 1,200 2,400 Feet

**Tapp Road and Rockport Road Intersection Improvement
Monroe County, Indiana**

INDOT Designation No.: 0901730





Looking at the intersection from
the southwest quadrant of the intersection



Looking west along Tapp road
while standing at the intersection



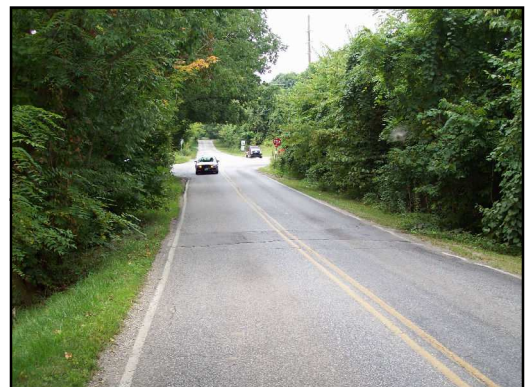
Looking east along Coutry Club Drive
while standing at the intersection



Looking west at the intersection along
Tapp road while standing at the
intersection



Looking north at intersection
on Rockport Road

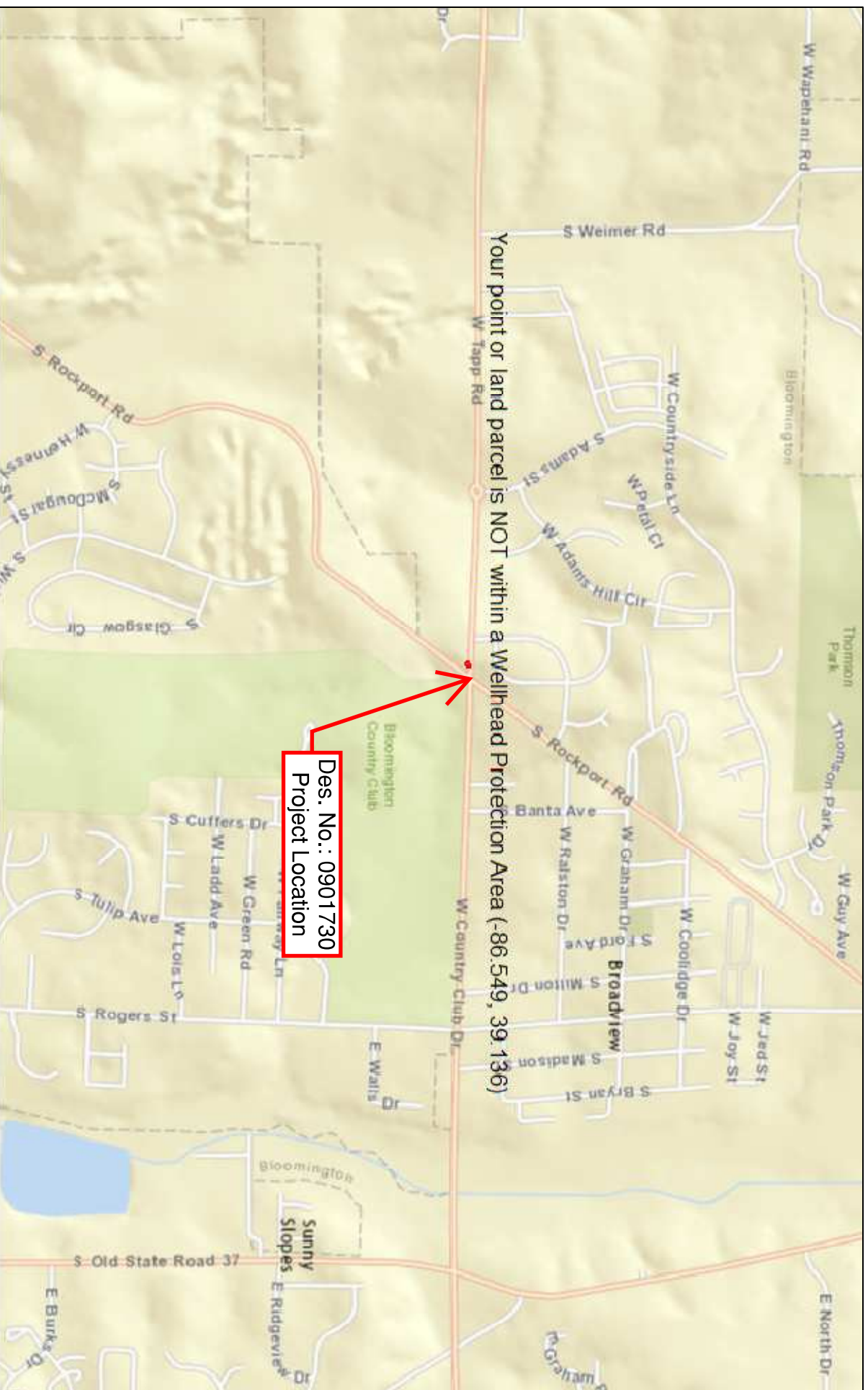


Looking south at the intersection
along Rockport Road

Tapp Road and Rockport Road Intersection Improvement
Monroe County, Indiana
Project Area Photographs
INDOT Designation No.: 0901730



IDEM Wellhead Proximity



Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp.,
NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand),

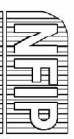


MAP SCALE 1" = 500'

250 0 500 1000

FEET

METERS



PANEL 0143D

FIRM

FLOOD INSURANCE RATE MAP
MONROE COUNTY,
INDIANA
AND INCORPORATED AREAS

PANEL 143 OF 400
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

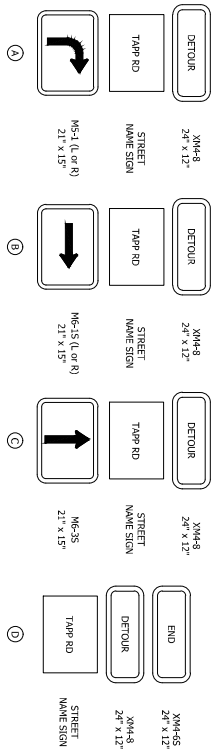
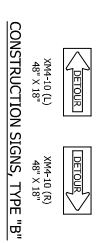
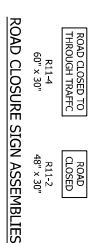
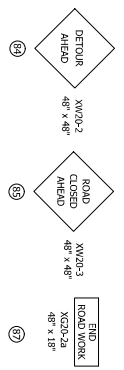
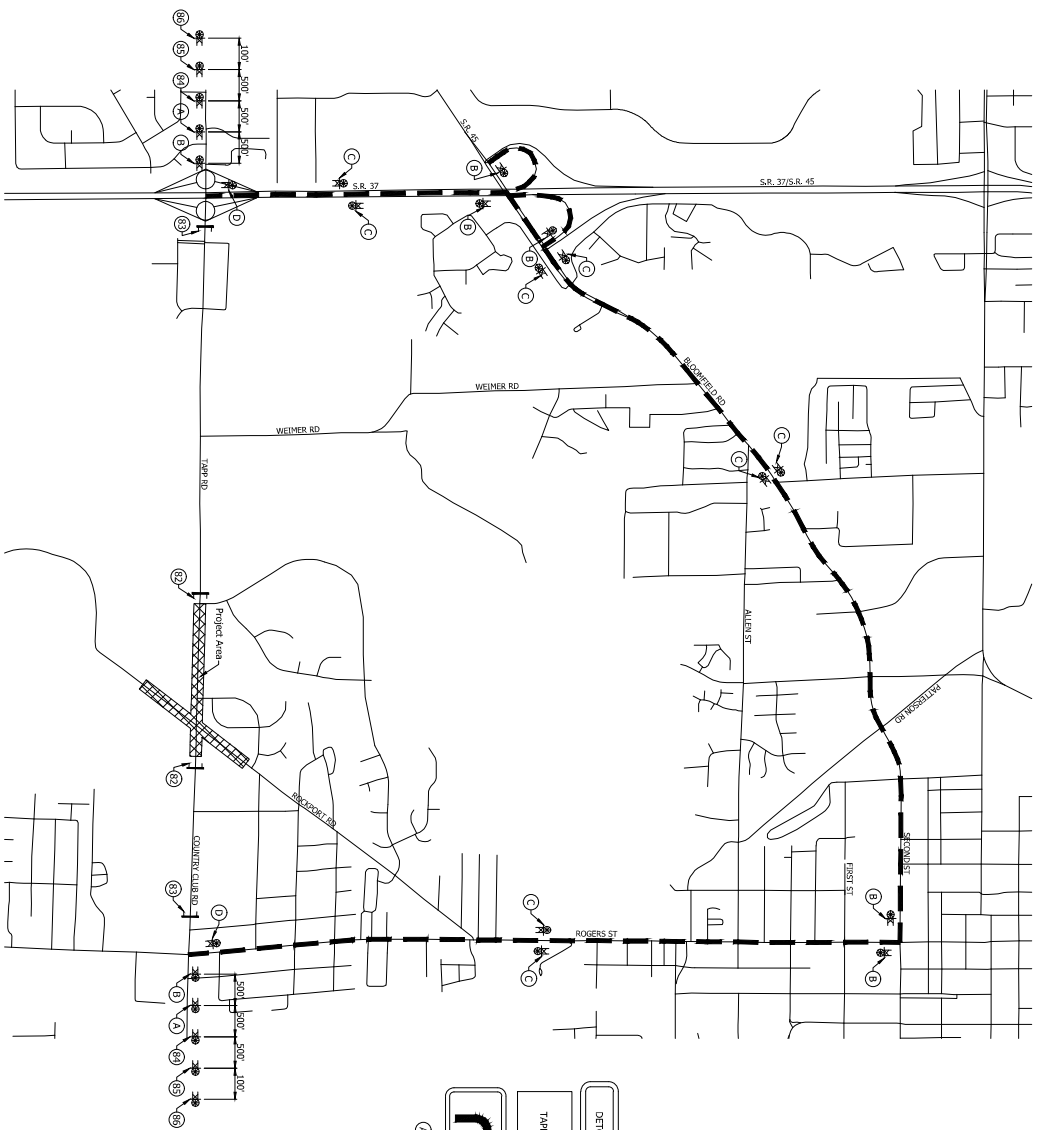
CONTAINS:			
COMMUNITY	NUMBER	PANEL	SUFFIX
BLOOMINGTON CITY OF	18763	0143	3
MONROE COUNTY	18644	0143	3

Notice to User: The Map Number shown below should be used when placing map orders, the Community Number shown above should be used on insurance applications for the subject community.



MAP NUMBER
18105C0143D
EFFECTIVE DATE
DECEMBER 17, 2010
Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.mss.fema.gov



DETOUR ROUTE MARKER ASSEMBLY

NOTES

1. All Signs, Barricades, And Pavement Markings Shall Conform To The Indiana Manual On Traffic Control Devices For Streets And Highways, 2011 And Any Current Supplements Thereof.
2. Contractor Shall Maintain Access To All Commercial And Private Properties During Construction.
3. For Roadport Road Detour and Road Closure, See Sheet No. 9

LEGEND

- | | | |
|--|----|--|
| | 82 | Road Closure Sign Assembly With
Type III-A Banners: 111-2 |
| | 83 | Road Closure Sign Assembly With
Type III-B Banners: 111-4 |
| | 84 | MA2-2 "DUTCH ROAD CLOSED" Sign
MA2-3 "ROAD CLOSED AHEAD" Sign |
| | 86 | MA2-56 |
| | 87 | Advance Turn Detour Route Marker Assembly |
| | 88 | Detour Route Marker Assembly |
| | 89 | Predefined Detour Route Marker Assembly |
| | 90 | Confirming Detour Route Marker Assembly |
| | 91 | End Detour Route Marker Assembly |
| | 92 | Construction Sign |
| | 93 | Type A Construction Warning Light |
| | 94 | Type III-B Banners |
| | 95 | Area Under Construction |

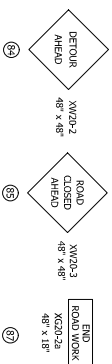
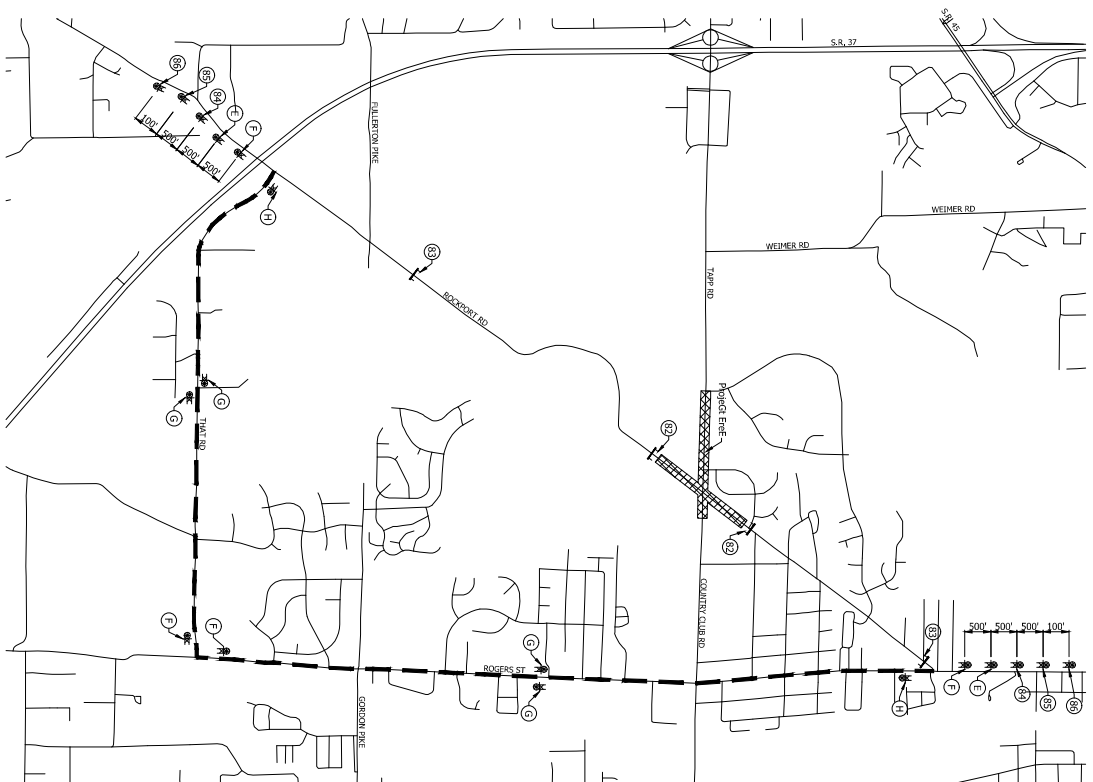
SIGN LEGEND		
SIGN	DESCRIPTION	SIZE (m x m)
R11-2	ROAD CLOSED Sign	48 x 30
R11-4	ROAD CLOSED TO TRAFFIC Sign	48 x 30
XWZ-66	WORSEST ADDED PENALTY SIGN	72 x 48
XWZ-2	DETOUR AHEAD SIGN	48 x 48
XWZ-3	ROAD CLOSED AHEAD Sign	48 x 48

CONSTRUCTION SIGN SCHEDULE	
ITEM	TOTALS
TYPE A SIGN	
R11-2	2 EACH
R12-2	2 EACH
RW1-2	2 EACH
RW2-2	2 EACH
TOTAL TYPE A SIGN	8 EACH
TYPE C SIGN	
TYPE C6	2 EACH
TOTAL TYPE C SIGN	2 EACH
FLUORESCENT SIGN MOUNTING ASSEMBLY	15 EACH
ROAD CLOSURE SIGN ASSEMBLY	4 EACH
TYPE III-B BARRICADE	48 LIFT
TYPE III-B BARRICADE	48 LIFT

DESIGNED: _____ FS _____		DRAWN: _____ DPH _____	
CHECKED: _____ ADM _____		CHECKED: _____ FS _____	

INDIANA
DEPARTMENT OF TRANSPORTATION
MAINTENANCE OF TRAFFIC
DETOUR MAP - TAPP ROAD

HORIZONTAL SCALE	BRIDGE FILE	
NOT TO SCALE	—	
VERTICAL SCALE	DESIGNATION	
	0901/230	
SURVEY BOOK	SHEETS	
—	8	of 53
CONTRACT	PROJECT	
R-86022	0901/23008	



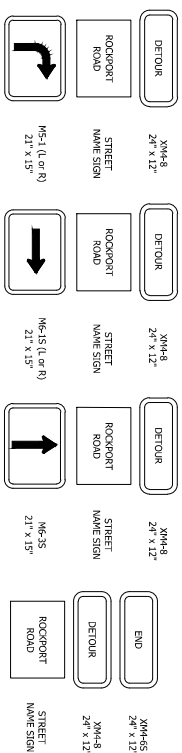
CONSTRUCTION SIGNS, TYPE "A"



ROAD CLOSURE SIGN ASSEMBLIES



CONSTRUCTION SIGNS, TYPE "B"



DETOUR ROUTE MARKER ASSEMBLY

NOTES

1. All Signs, Barricades, And Pavement Markings Shall Conform To The Indiana Manual On Traffic Control Devices For Streets And Highways, 2011 And Any Current Supplements Thereof.
2. Contractor Shall Maintain Access To All Commercial And Private Properties During Construction.
3. For Tapp Road Detour And Road Closure, See Sheet No. 8

LEGEND

- (82) Road Closure Sign Assembly with Type III-A Barricade R11-2
- (83) Road Closure Sign Assembly with Type III-B Barricade R11-4
- (84) XW20-2 "DETOUR AHEAD" Sign
- (85) XW20-3 "ROAD CLOSED AHEAD" Sign

CONSTRUCTION SIGN SCHEDULE	
ITEM	TOTALS
TYPE A SIGN	
RI1-12	2 EACH
RI1-4	3 EACH
XW10-2	2 EACH
XW10-3	2 EACH
TOTAL TYPE A SIGN	7 EACH
TYPE C SIGN	
XW1-6	2 EACH
DEFLECTOR ROUTE MARKER ASSEMBLY	8 EACH
ROAD CLOSURE ASSEMBLY	3 EACH
TYPE III-B BARRELCODE	72 LF

SIGN LEGEND

SIGN LEGEND		
SIGN	DESCRIPTION	SIZE (in x in)
R11-2	"ROAD CLOSED" Sign	48 x 30
R1-4	"ROAD CLOSED TO TRAIL TRAFFIC" Sign	48 x 30
XW-6a	WORKSITE ADDED TEMPORILY SIGN	72 x 48
XW-0-2	"DETOUR AHEAD" SIGN	48 x 48
XW-0-3	"ROAD CLOSED AHEAD" SIGN	48 x 48



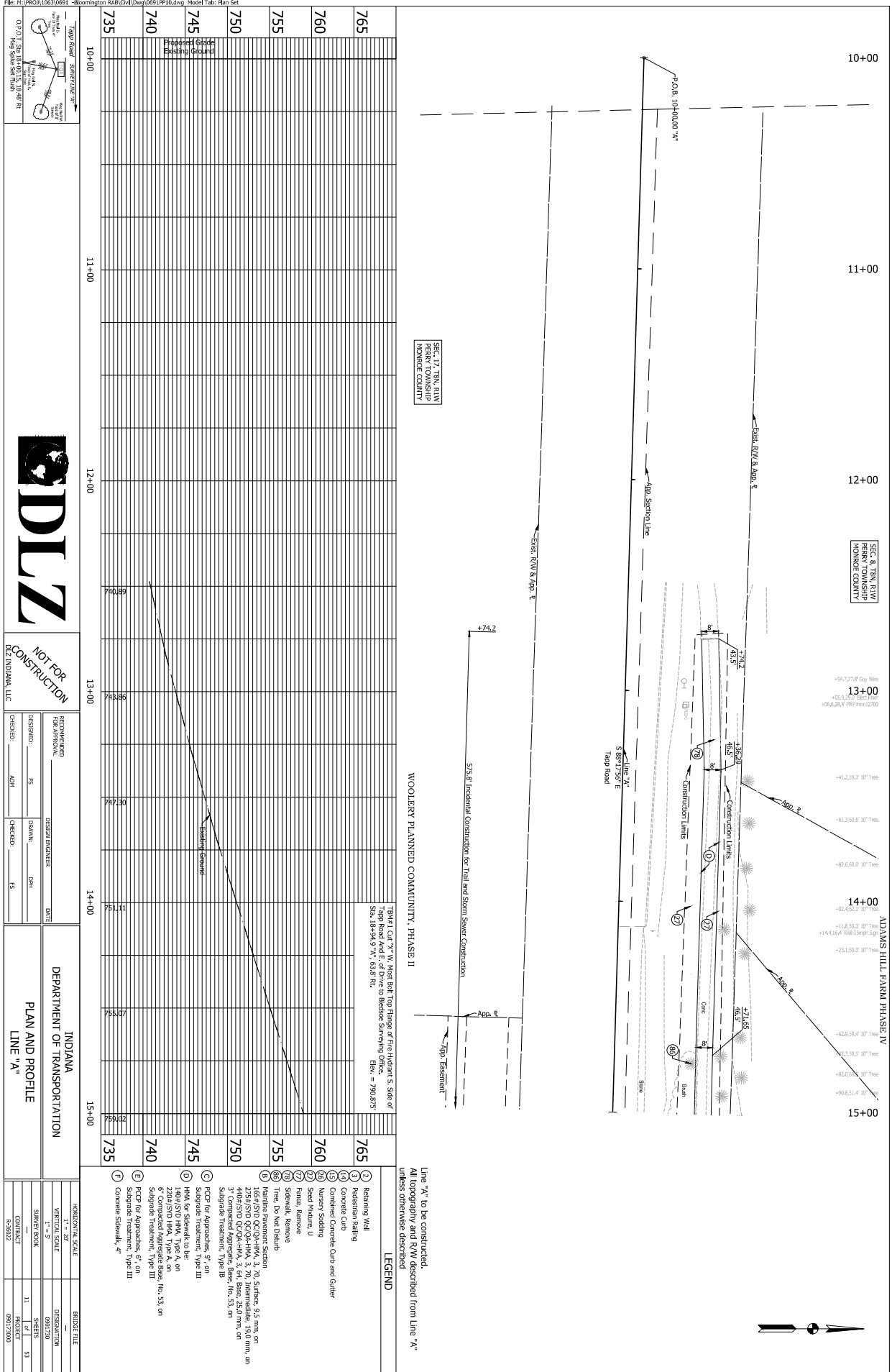
NOT FOR
CONSTRUCTION

RECOMMENDED FOR APPROVAL _____		DESIGN ENGINEER _____		DATE _____	
DESIGNED: _____	FS	DRAWN: _____	DPH		
CHECKED: _____	ADM	CHECKED: _____	FS		

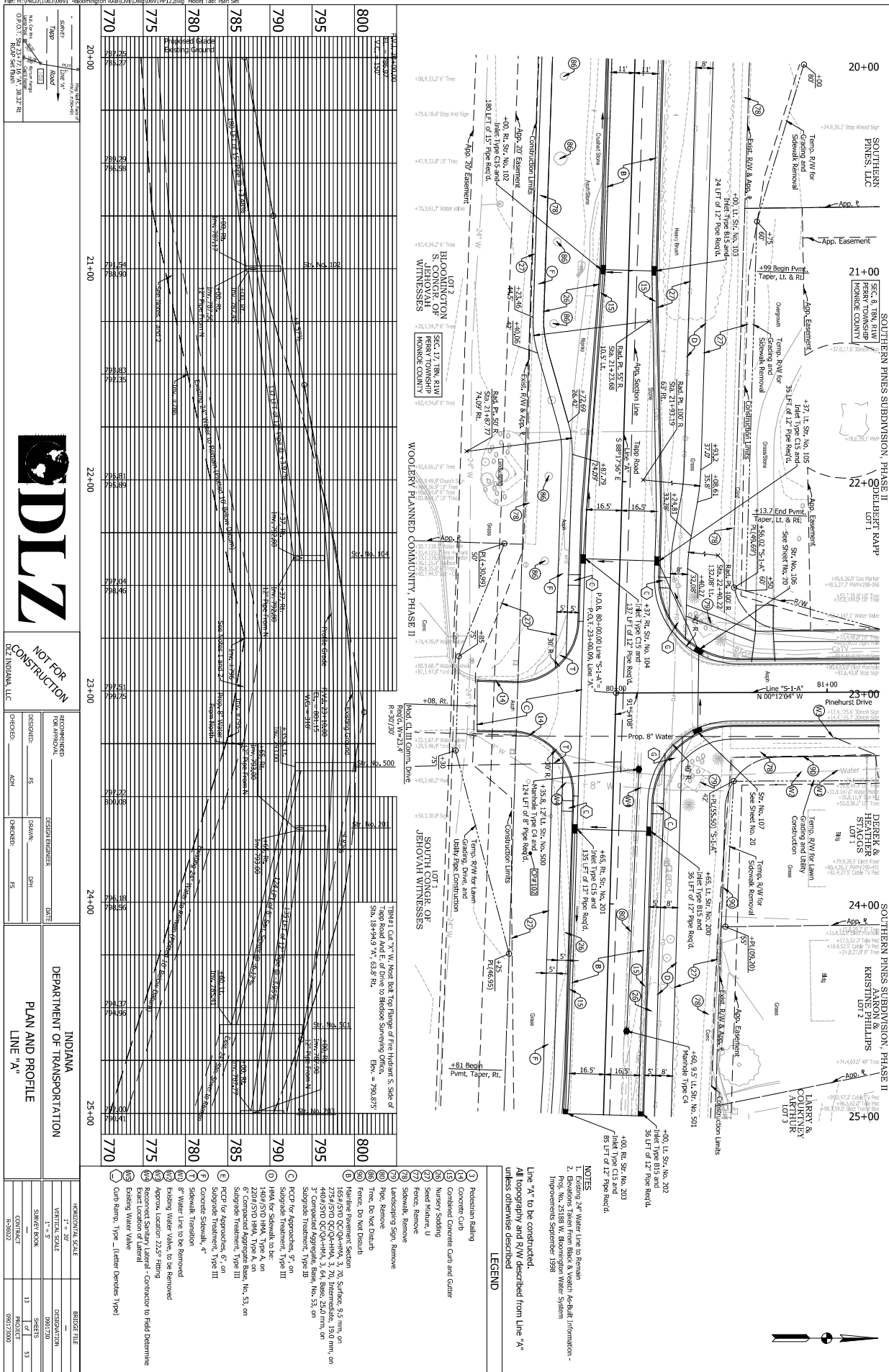
INDIANA

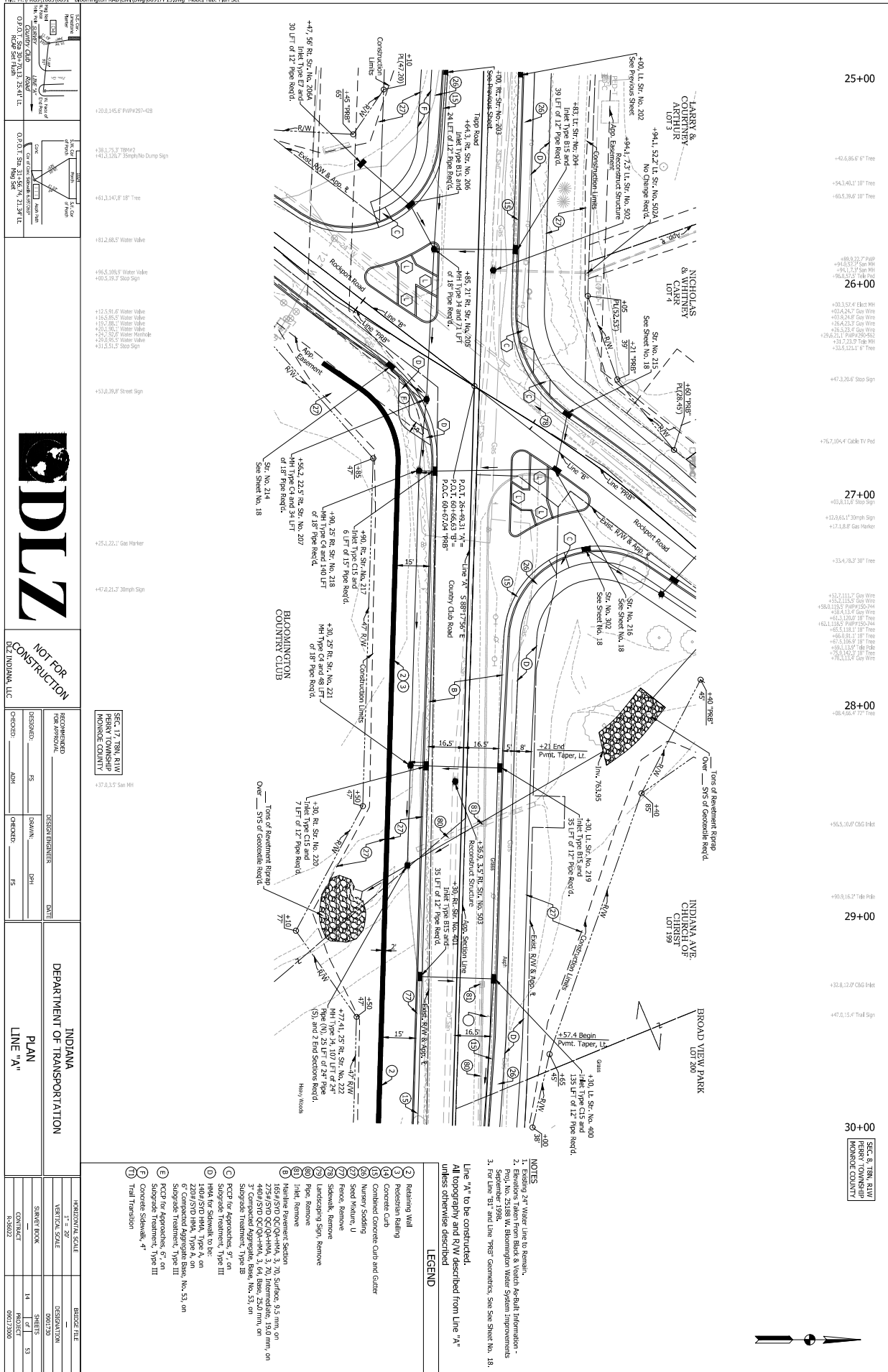
DEPARTMENT OF TRANSPORTATION

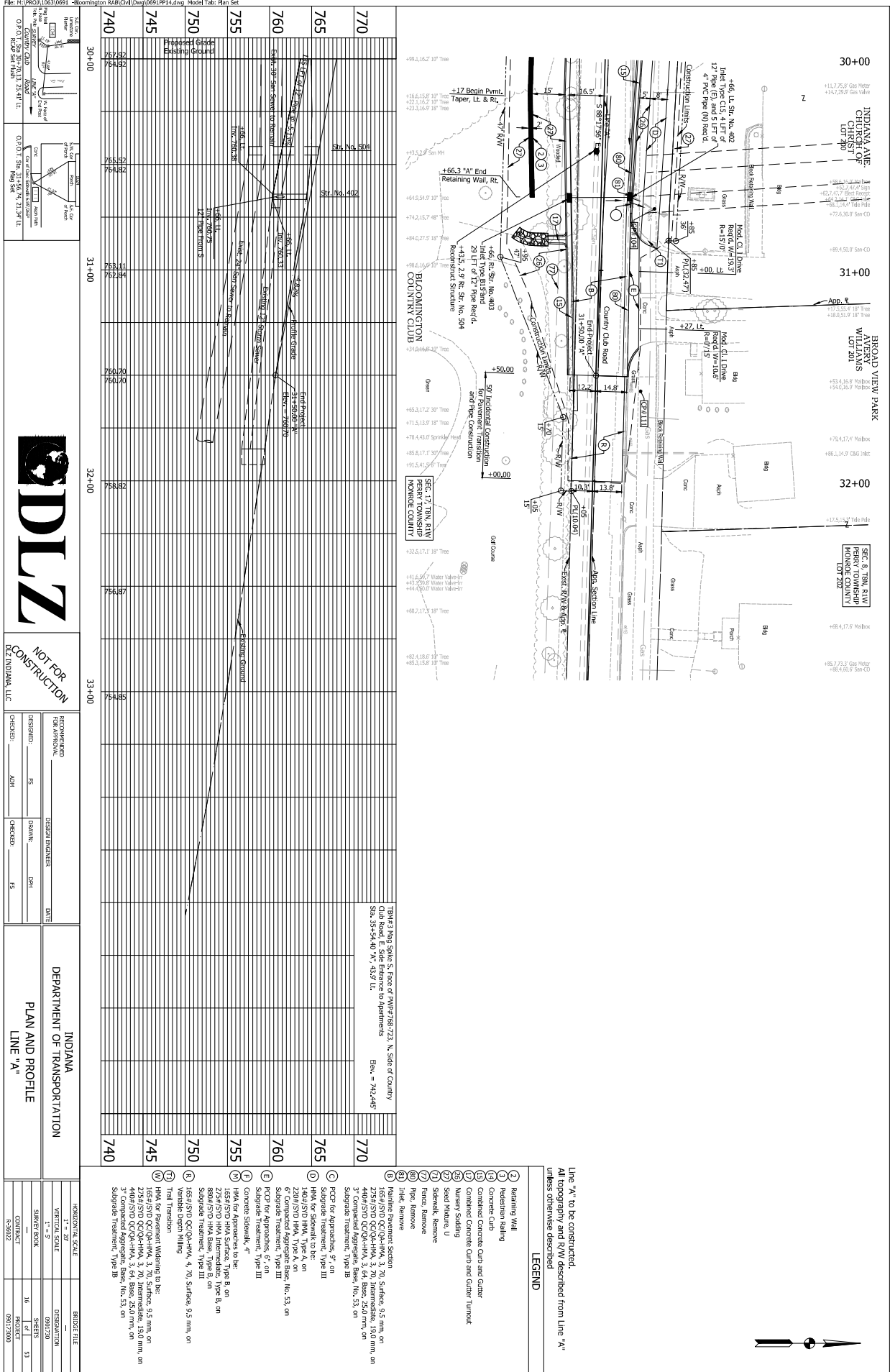
MAINTENANCE OF TRAFFIC DETOUR MAP - ROCKPORT ROAD

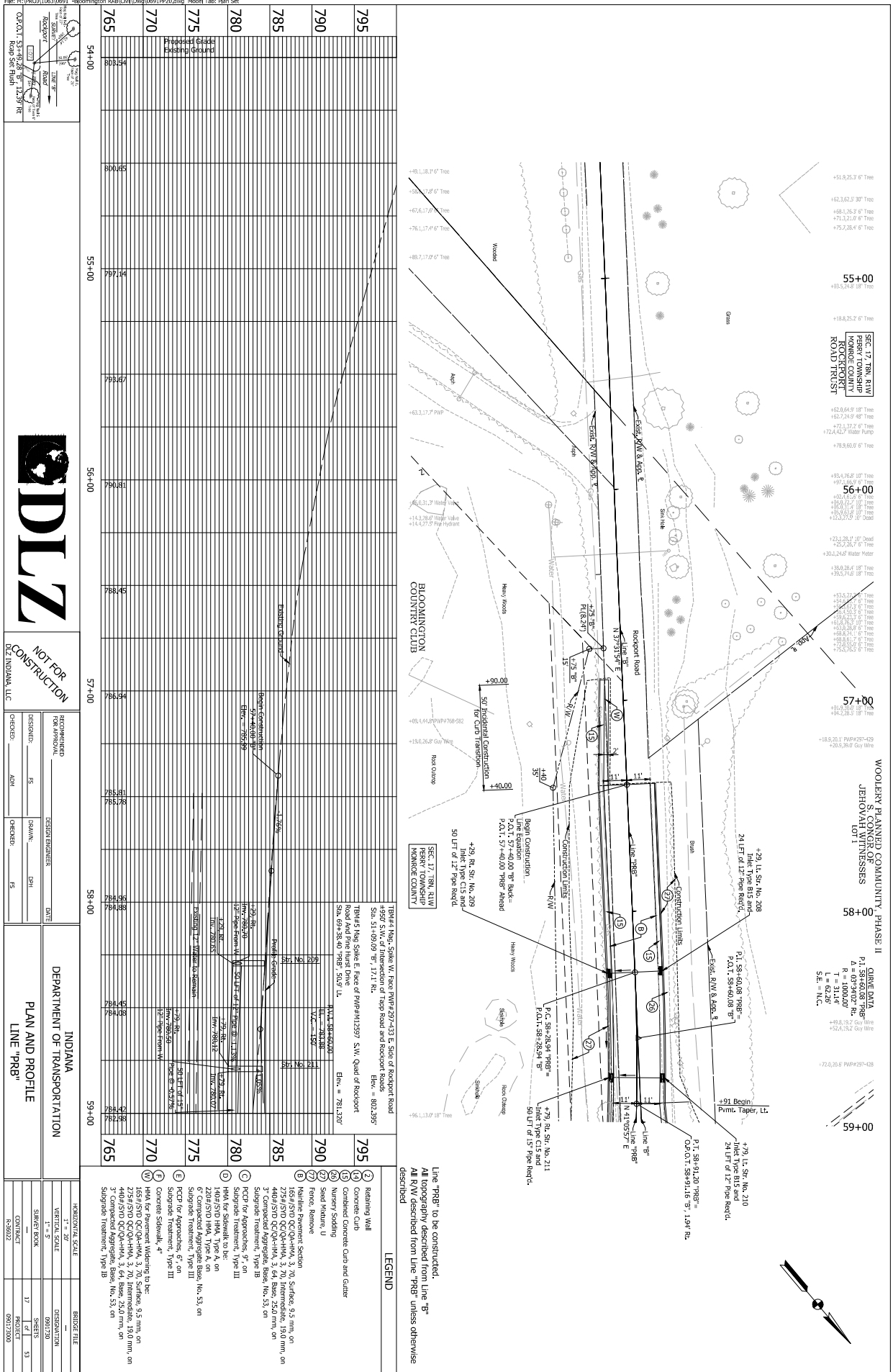


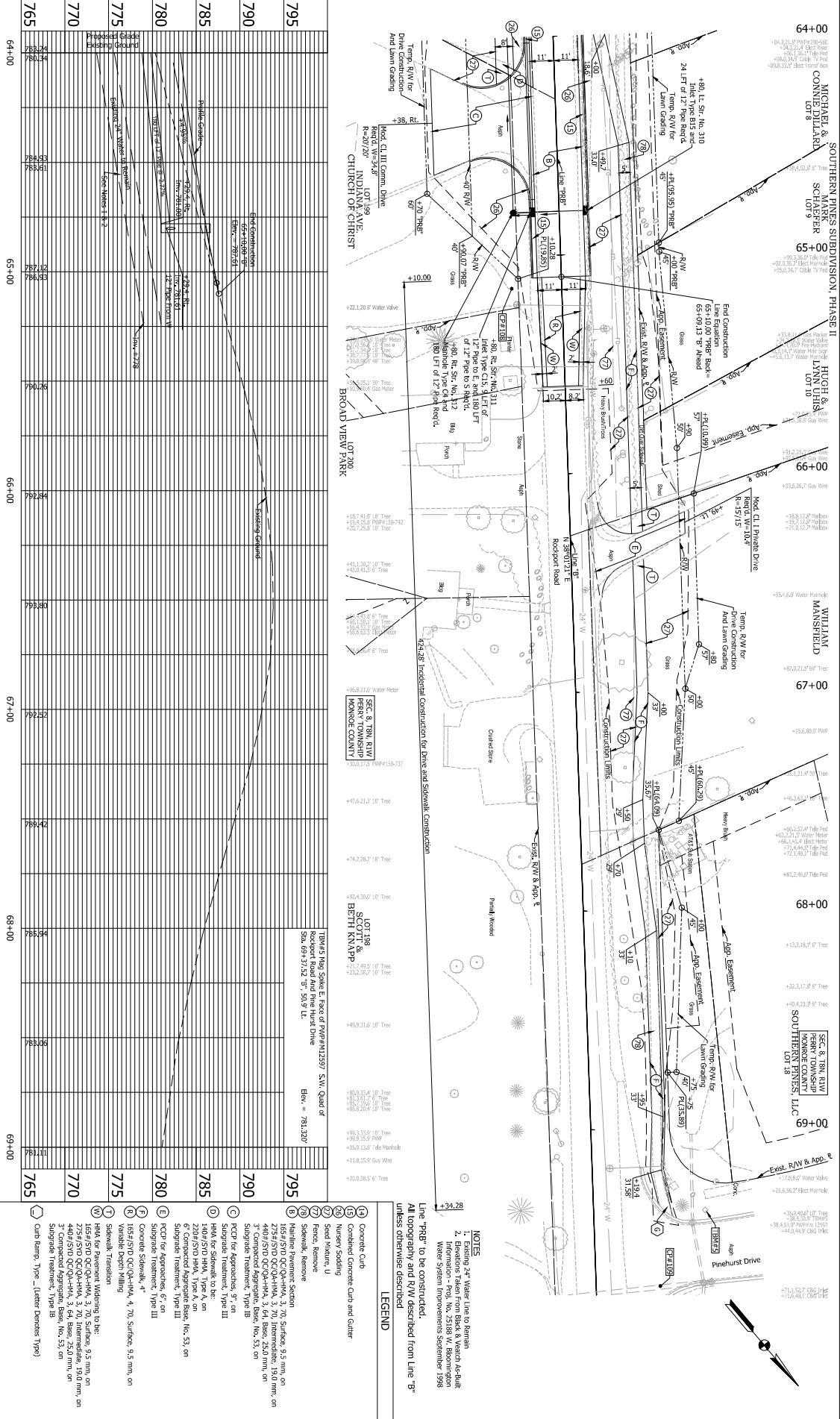
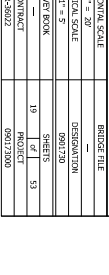
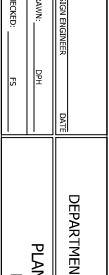
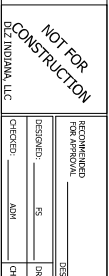
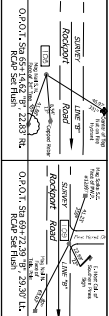
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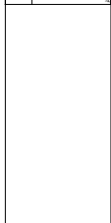




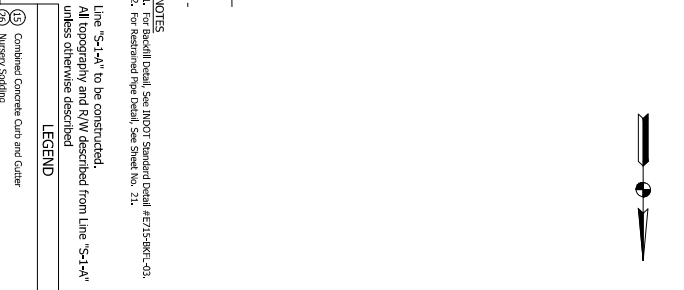
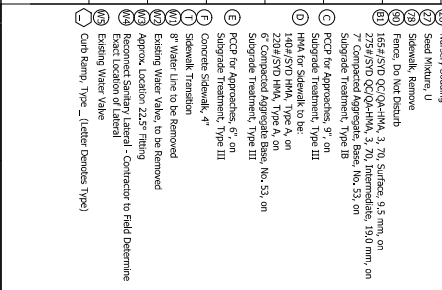


NOTES:
1. Existing 24" Water Line to Remain
2. Elevation Taken From Black & Veatch As-Built Information - Proj. No. 25188 W. Bloomington Water System Improvements September 1998
Line "PRB" to be constructed.
All topography and R/W described from Line "B" unless otherwise described

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INDIANA DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE LINE "S-1-A"
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APPENDIX C

Early Coordination Documentation



Categorical Exclusion Level 2 Documentation
INDOT Designation Number: 0901730
Tapp Road and Rockport Road Intersection Improvement
City of Bloomington, Monroe County, Indiana

Appendix C



March 20, 2015

US Department of Housing and Urban Development
Field Environmental Officer, Chicago Regional Office
77 West Jackson Blvd, Room 2420
Chicago, IL 60604

Re: Re-coordination for the revised Tapp Road and Rockport Road intersection improvement project, in the City
of Bloomington, Monroe County, Indiana
INDOT Designation No.: 0901730

Dear Interested Party:

The City of Bloomington intends to proceed with a **revised project** involving the above-noted improvement of the Tapp Road and Rockport Road intersection. To improve safety and congestion issues with the current intersection, the revised project proposes to reconstruct the existing four-way stop intersection with traffic signal lights. In addition, the vertical profile of the approach/departure roadways will be reconstructed to increase stopping sight distance and intersection sight distance. The previous project proposed to construct a roundabout at this intersection. Coordination letters provided for the initial project were dated October 21, 2010. The roundabout design concept was eliminated due to the increased potential for environmental impacts, and greater right-of-way acquisition requirements. DLZ Indiana, LLC is the consultant contracted by the City of Bloomington for this project. Project development activities will require preparation of Environmental Studies to determine potential project effects upon community, economic and ecological resources.

A project description and area maps are enclosed for your information. We are requesting comments per your area of expertise regarding any possible environmental effects associated with this project. **Please use the above designation number and description in your reply.** We will incorporate your comments into the required studies of the projects' environmental impacts.

Should a response not be received **within thirty (30) calendar days** from the date of this letter, it will be assumed that your agency feels that there will be no adverse effects incurred as a result of the proposed project. However, should you find that an extension to the response time is necessary; upon request a reasonable amount of time may be granted.

If you have any questions regarding this matter, please feel free to contact the undersigned (Tel.: 317-633-4120). Thank you for your assistance and prompt response to this coordination request.

Very truly yours,

DLZ INDIANA, LLC

Thomas F. Molt
Environmental Scientist

cc: FHWA, INDOT Seymour District, City of Bloomington
GKF, HAG, FAS, DLZ file

M:\PROJ\1063\0961 - Tapp Rd and Rockport Rd\NEPA\Early Coordination\EC_PKG_TransLtr.doc

**Questionnaire for the Indiana Department of Transportation,
Office of Aviation**

Job No. _____ **Des/Bridge No:** 0901730 _____

Project Description:

Re-coordination for the revised Tapp Road and Rockport Road,
Bloomington, Monroe County, Indiana

Requested By:

DLZ

Are there any existing or proposed airports within or near the project limits? YES _____

If yes, describe any potential conflicts with air traffic during or after the construction of the project.

The Bloomington Municipal Airport is located 17,900' West of the
project. If any permanent structures or equipment utilized for
the project penetrates the 100:1 slope from the airport FAA
Form 7460 (Notice of Proposed construction or alteration) must
be filed. For assistance contact Marcus Dial, INDOT Office of
Aviation, 317-232-1494.

This information was furnished by:

Name: James W. Kinder
Title: Chief Airport Inspector – INDOT Office of Aviation
Date: March 23, 2015



United States Department of Agriculture

Natural Resources Conservation Service
Indiana State Office
6013 Lakeside Boulevard
Indianapolis, IN 46278
317-290-3200

April 1, 2015

Thomas F. Molt
Environmental Scientist
DLZ
157 East Maryland Street
Indianapolis, Indiana 46204

RECEIVED

APR -7 2015

DLZ

Dear Mr. Molt:

The proposed project improve the intersection at Tapp Road and Rockport Road in the City of Bloomington, Monroe County, Indiana, as referred to in your letter received March 25, 2015, will not cause a conversion of prime farmland.

If you need additional information, please contact Rick Neilson at 317-295-5875.

Sincerely,

JANE E. HARDISTY
State Conservationist

Helping People Help the Land.



USDA is an equal opportunity provider and employer.

Bridge No. _____ DES No. 0901730

Project Description Tapp Road and Rockport Road Intersection Improvement
Bloomington, Monroe County

Name of Organization requesting early coordination:

DLZ

QUESTIONNAIRE FOR THE INDIANA GEOLOGICAL SURVEY

- 1) Do unusual and/or problem () geographic, () geological, () geophysical, or () topographic features exist within the project limits? Describe:

No

- 2) Have existing or potential mineral resources been identified in this area? Describe:

No

- 3) Are there any active or abandoned mineral resources extraction sites located nearby? Describe: No

This information was furnished by:

Marni D. Karaffa

Marni D. Karaffa , Research Geologist
611 N Walnut Grove, Bloomington, IN 47405
(812) 855-7428 / (812) 855-2862
karaffam@indiana.edu

Thursday, April 02, 2015

State of Indiana
DEPARTMENT OF NATURAL RESOURCES
Division of Fish and Wildlife
Early Coordination/Environmental Assessment

DNR #: ER-15399-1

Request Received: March 24, 2015

Requestor: DLZ Indiana LLC
Thomas F Molt
157 East Maryland Street
Indianapolis, IN 46204

Project: Tapp Road and Rockport Road intersection improvement; elimination of the roundabout concept, Bloomington; Des. # 0901730

County/Site info: Monroe

The Indiana Department of Natural Resources has reviewed the above referenced project per your request. Our agency offers the following comments for your information and in accordance with the National Environmental Policy Act of 1969.

If our agency has regulatory jurisdiction over the project, the recommendations contained in this letter may become requirements of any permit issued. If we do not have permitting authority, all recommendations are voluntary.

Regulatory Assessment: Formal approval by the Department of Natural Resources under the regulatory programs administered by the Division of Water is not required for this project.

Natural Heritage Database: The Natural Heritage Program's data have been checked. To date, no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity.

Fish & Wildlife Comments: Avoid and minimize impacts to fish, wildlife, and botanical resources to the greatest extent possible, and compensate for impacts. The following are recommendations that address potential impacts identified in the proposed project area:

1) Riparian Habitat:

We recommend avoiding impacts to the wooded area in the southeast quadrant of the intersection to the greatest extent possible. A mitigation plan should be developed for any unavoidable habitat impacts. The DNR's Floodway Habitat Mitigation guidelines (and plant lists) can be found online at:
<http://www.in.gov/legislative/iac/20140806-IR-312140295NRA.xml.pdf>.

Impacts to non-wetland forest of one (1) acre or more should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is removed in a rural setting, replacement should be at a 1:1 ratio based on area. Impacts to non-wetland forest under one (1) acre in an urban setting should be mitigated by planting five trees, at least 2 inches in diameter-at-breast height (dbh), for each tree which is removed that is 10" dbh or greater (5:1 mitigation based on the number of large trees).

2) Karst Features:

The project site is in the karst region of Indiana and although no obvious karst depressions are near the work site based on the topographic maps of the location, grading and drainage changes may occur. A karst survey should be done to identify previously unknown karst resources that the project might directly or indirectly affect and to determine if any karst features found actively drain to underground karst networks. Erosion control methods appropriate for construction in karst zones need to be implemented and maintained throughout the duration of construction to prevent off-site transport of sediment-contaminated runoff.

State of Indiana
DEPARTMENT OF NATURAL RESOURCES
Division of Fish and Wildlife
Early Coordination/Environmental Assessment

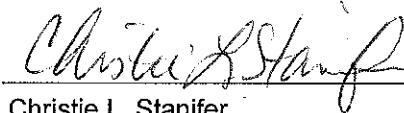
The additional measures listed below should be implemented to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources:

1. Revegetate all bare and disturbed areas with a mixture of grasses (excluding all varieties of tall fescue), legumes, and native shrub and hardwood tree species as soon as possible upon completion.
2. Do not cut any trees suitable for Indiana bat roosting (greater than 3 inches dbh, living or dead, with loose hanging bark) from April 1 through September 30.
3. Plant native hardwood trees along the top of the bank and right-of-way to replace the vegetation destroyed during construction.
4. Post "Do Not Mow or Spray" signs along the right-of-way.
5. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.
6. Seed and protect disturbed stream/ditch banks and slopes that are 3:1 or steeper with heavy-duty erosion control blankets (follow manufacturer's recommendation for installation); seed and apply mulch on all other disturbed areas.

Contact Staff:

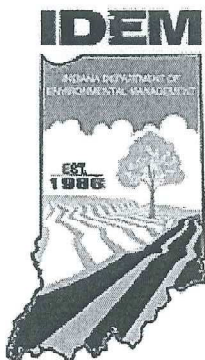
Christie L. Stanifer, Environ. Coordinator, Fish & Wildlife

Our agency appreciates this opportunity to be of service. Please contact the above staff member at (317) 232-4080 if we can be of further assistance.



Christie L. Stanifer
Environ. Coordinator
Division of Fish and Wildlife

Date: April 24, 2015



Indiana Department of Environmental Management

We make Indiana a cleaner, healthier place to live.

Mike Pence
Governor

100 North Senate Avenue
Indianapolis, Indiana 46206

Thomas W. Easterly
Commissioner

(317) 232-8603
800) 451-6027
www.IN.gov/idem

City of Bloomington
The Honorable John Hamilton, Mayor
401 N. Morton St.
Bloomington, IN 47404

DLZ Indiana, LLC
Tom Molt
157 E. Maryland St.
Indianapolis, IN 46204

Date

To Engineers and Consultants Proposing Roadway Construction Projects:

RE: The City of Bloomington intends to proceed with a revised project involving improvement of the Tapp Road and Rockport Road intersection (INDOT Des. No.: 0901730). To improve safety and congestion issues with the current intersection, the project proposes to reconstruct the existing four-way stop intersection with traffic signal lights. In addition, the vertical profile of the roadways will be reconstructed to increase stopping sight distance and intersection sight distance. The previous project proposed to construct a roundabout at this intersection.

This letter from the Indiana Department of Environmental Management (IDEM) serves as a standardized response to enquiries inviting IDEM comments on roadway construction, reconstruction, or other improvement projects within existing roadway corridors when the proposed scope of the project is beneath the threshold requiring a formal National Environmental Policy Act-mandated Environmental Assessment or Environmental Impact Statement. As the letter attempts to address all roadway-related environmental topics of potential concern, it is possible that not every topic addressed in the letter will be applicable to your particular roadway project.

For additional information on specific roadway-related topics of interest, please visit the appropriate Web pages cited below, many of which provide contact information for persons within the various program areas who can answer questions not fully addressed in this letter. Also please be mindful that some environmental requirements may be subject to change and so each person intending to include a copy of this letter in their project documentation packet is advised to download the most recently revised version of the letter; found at: <http://www.in.gov/idem/5283.htm>.

To ensure that all environmentally-related issues are adequately addressed, IDEM recommends that you read this letter in its entirety, and consider each of the following issues as you move forward with the planning of your proposed roadway construction, reconstruction, or improvement project:

WATER AND BIOTIC QUALITY

1. Section 404 of the Clean Water Act requires that you obtain a permit from the U.S. Army Corps of Engineers (USACE) before discharging dredged or fill materials into any wetlands or other waters, such as rivers, lakes, streams, and ditches. Other activities regulated include the relocation, channelization, widening, or other such alteration of a stream, and the mechanical clearing (use of heavy construction equipment) of wetlands. Thus, as a project owner or sponsor, it is your responsibility to ensure that no wetlands are disturbed without the proper permit. Although you may initially refer to the U.S. Fish and Wildlife Service National Wetland Inventory maps as a means of identifying potential areas of concern, please be mindful that those maps do not depict jurisdictional wetlands regulated by the USACE or the Department of Environmental Management. A valid jurisdictional wetlands determination can only be made by the USACE, using the 1987 Wetland Delineation Manual.

USACE recommends that you have a consultant check to determine whether your project will abut, or lie within, a wetland area. To view a list of consultants that have requested to be included on a list posted by the USACE on their Web site, see USACE Permits and Public Notices (<http://www.lrl.usace.army.mil/orf/default.asp>) and then click on "Information" from the menu on the right-hand side of that page. Their "Consultant List" is the fourth entry down on the "Information" page. Please note that the USACE posts all consultants that request to appear on the list, and that inclusion of any particular consultant on the list does not represent an endorsement of that consultant by the USACE, or by IDEM.

Much of northern Indiana (Newton, Lake, Porter, LaPorte, St. Joseph, Elkhart, LaGrange, Steuben, and Dekalb counties; large portions of Jasper, Starke, Marshall, Noble, Allen, and Adams counties; and lesser portions of Benton, White, Pulaski, Kosciusko, and Wells counties) is served by the USACE District Office in Detroit (313-226-6812). The central and southern portions of the state (large portions of Benton, White, Pulaski, Kosciusko, and Wells counties; smaller portions of Jasper, Starke, Marshall, Noble, Allen, and Adams counties; and all other Indiana counties located in north-central, central, and southern Indiana) are served by the USACE Louisville District Office (502-315-6733).

Additional information on contacting these U.S. Army Corps of Engineers (USACE) District Offices, government agencies with jurisdiction over wetlands, and other water quality issues, can be found at <http://www.in.gov/idem/4396.htm>. IDEM recommends that impacts to wetlands and other water resources be avoided to the fullest extent.

2. In the event a Section 404 wetlands permit is required from the USACE, you also must obtain a Section 401 Water Quality Certification from the IDEM Office of Water Quality Wetlands Program. To learn more about the Wetlands Program, visit: <http://www.in.gov/idem/4384.htm>.
3. If the USACE determines that a wetland or other water body is isolated and not subject to Clean Water Act regulation, it is still regulated by the state of Indiana. A State Isolated Wetland permit from IDEM's Office of Water Quality (OWQ) is required for any activity that results in the discharge of dredged or fill materials into isolated wetlands. To learn more about isolated wetlands, contact the OWQ Wetlands Program at 317-233-8488.

4. If your project will involve over a 0.5 acre of wetland impact, stream relocation, or other large-scale alterations to water bodies such as the creation of a dam or a water diversion, you should seek additional input from the OWQ Wetlands Program staff. Consult the Web at: <http://www.in.gov/idem/4384.htm> for the appropriate staff contact to further discuss your project.
5. Work within the one-hundred year floodway of a given water body is regulated by the Department of Natural Resources, Division of Water. The Division issues permits for activities regulated under the follow statutes:
 - IC 14-26-2 Lakes Preservation Act 312 IAC 11
 - IC 14-26-5 Lowering of Ten Acre Lakes Act No related code
 - IC 14-28-1 Flood Control Act 310 IAC 6-1
 - IC 14-29-1 Navigable Waterways Act 312 IAC 6
 - IC 14-29-3 Sand and Gravel Permits Act 312 IAC 6
 - IC 14-29-4 Construction of Channels Act No related code

For information on these Indiana (statutory) Code and Indiana Administrative Code citations, see the DNR Web site at: <http://www.in.gov/dnr/water/9451.htm> . Contact the DNR Division of Water at 317-232-4160 for further information.

The physical disturbance of the stream and riparian vegetation, especially large trees overhanging any affected water bodies should be limited to only that which is absolutely necessary to complete the project. The shade provided by the large overhanging trees helps maintain proper stream temperatures and dissolved oxygen for aquatic life.

6. For projects involving construction activity (which includes clearing, grading, excavation and other land disturbing activities) that result in the disturbance of one (1), or more, acres of total land area, contact the Office of Water Quality – Watershed Planning Branch (317/233-1864) regarding the need for of a Rule 5 Storm Water Runoff Permit. Visit the following Web page
 - <http://www.in.gov/idem/4902.htm>

To obtain, and operate under, a Rule 5 permit you will first need to develop a Construction Plan (<http://www.in.gov/idem/4917.htm#constreq>), and as described in 327 IAC 15-5-6.5 (<http://www.in.gov/legislative/iac/T03270/A00150> [PDF], pages 16 through 19). Before you may apply for a Rule 5 Permit, or begin construction, you must submit your Construction Plan to your county Soil and Water Conservation District (SWCD) (<http://www.in.gov/isda/soil/contacts/map.html>).

Upon receipt of the construction plan, personnel of the SWCD or the Indiana Department of Environmental Management will review the plan to determine if it meets the requirements of 327 IAC 15-5. Plans that are deemed deficient will require re-submittal. If the plan is sufficient you will be notified and instructed to submit the verification to IDEM as part of the Rule 5 Notice of Intent (NOI) submittal. Once construction begins, staff of the SWCD or Indiana Department of Environmental Management will perform inspections of activities at the site for compliance with the regulation.

Please be mindful that approximately 149 Municipal Separate Storm Sewer System (MS4) areas are now being established by various local governmental entities throughout the state as part of the implementation of Phase II federal storm water requirements. All of these MS4 areas will eventually take responsibility for Construction Plan review, inspection, and enforcement. As these MS4 areas obtain program approval from IDEM, they will be added to a list of MS4 areas posted on the IDEM Website at: <http://www.in.gov/idem/4900.htm>.

If your project is located in an IDEM-approved MS4 area, please contact the local MS4 program about meeting their storm water requirements. Once the MS4 approves the plan, the NOI can be submitted to IDEM.

Regardless of the size of your project, or which agency you work with to meet storm water requirements, IDEM recommends that appropriate structures and techniques be utilized both during the construction phase, and after completion of the project, to minimize the impacts associated with storm water runoff. The use of appropriate planning and site development and appropriate storm water quality measures are recommended to prevent soil from leaving the construction site during active land disturbance and for post construction water quality concerns. Information and assistance regarding storm water related to construction activities are available from the Soil and Water Conservation District (SWCD) offices in each county or from IDEM.

7. For projects involving impacts to fish and botanical resources, contact the Department of Natural Resources - Division of Fish and Wildlife (317/232-4080) for additional project input.
8. For projects involving water main construction, water main extensions, and new public water supplies, contact the Office of Water Quality - Drinking Water Branch (317-308-3299) regarding the need for permits.
9. For projects involving effluent discharges to waters of the State of Indiana, contact the Office of Water Quality - Permits Branch (317-233-0468) regarding the need for a National Pollutant Discharge Elimination System (NPDES) permit.
10. For projects involving the construction of wastewater facilities and sewer lines, contact the Office of Water Quality - Permits Branch (317-232-8675) regarding the need for permits.

AIR QUALITY

The above-noted project should be designed to minimize any impact on ambient air quality in, or near, the project area. The project must comply with all federal and state air pollution regulations. Consideration should be given to the following:

1. Regarding open burning, and disposing of organic debris generated by land clearing activities; some types of open burning are allowed (<http://www.in.gov/idem/4148.htm>) under specific conditions. You also can seek an open burning variance from IDEM.

However, IDEM generally recommends that you take vegetative wastes to a registered yard waste composting facility or that the waste be chipped or shredded with composting on site (you must register with IDEM if more than 2,000 pounds is to be composted; contact 317/232-0066). The finished compost can then be used as a mulch or soil amendment. You also may bury any vegetative wastes (such as leaves, twigs, branches, limbs, tree trunks and stumps) onsite, although burying large quantities of such material can lead to subsidence problems, later on.

Reasonable precautions must be taken to minimize fugitive dust emissions from construction and demolition activities. For example, wetting the area with water, constructing wind barriers, or treating dusty areas with chemical stabilizers (such as calcium chloride or several other commercial products). Dirt tracked onto paved roads from unpaved areas should be minimized.

Additionally, if construction or demolition is conducted in a wooded area where blackbirds have roosted or abandoned buildings or building sections in which pigeons or bats have roosted for 3-5

years precautionary measures should be taken to avoid an outbreak of histoplasmosis. This disease is caused by the fungus *Histoplasma capsulatum*, which stems from bird or bat droppings that have accumulated in one area for 3-5 years. The spores from this fungus become airborne when the area is disturbed and can cause infections over an entire community downwind of the site. The area should be wetted down prior to cleanup or demolition of the project site. For more detailed information on histoplasmosis prevention and control, please contact the Acute Disease Control Division of the Indiana State Department of Health at (317) 233-7272.

2. The U.S. EPA and the Surgeon General recommend that people not have long-term exposure to radon at levels above 4 pCi/L. (For a county-by-county map of predicted radon levels in Indiana, visit: <http://www.in.gov/idcm/4145.htm>.)

The U.S. EPA further recommends that all homes (and apartments within three stories of ground level) be tested for radon. If in-home radon levels are determined to be 4 pCi/L, or higher, EPA recommends a follow-up test. If the second test confirms that radon levels are 4 pCi/L, or higher, EPA recommends the installation of radon-reduction measures. (For a list of qualified radon testers and radon mitigation (or reduction) specialists visit:

http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf.) It also is recommended that radon reduction measures be built into all new homes, particularly in areas like Indiana that have moderate to high predicted radon levels.

To learn more about radon, radon risks, and ways to reduce exposure visit:

<http://www.in.gov/isdh/regsvcs/radhealth/radon.htm>, <http://www.in.gov/idem/4145.htm>, or <http://www.epa.gov/radon/index.html>.

3. With respect to asbestos removal: all facilities slated for renovation or demolition (except residential buildings that have (4) four or fewer dwelling units and which will not be used for commercial purposes) must be inspected by an Indiana-licensed asbestos inspector prior to the commencement of any renovation or demolition activities. If regulated asbestos-containing material (RACM) that may become airborne is found, any subsequent demolition, renovation, or asbestos removal activities must be performed in accordance with the proper notification and emission control requirements.

If no asbestos is found where a renovation activity will occur, or if the renovation involves removal of less than 260 linear feet of RACM off of pipes, less than 160 square feet of RACM off of other facility components, or less than 35 cubic feet of RACM off of all facility components, the owner or operator of the project does not need to notify IDEM before beginning the renovation activity.

For questions on asbestos demolition and renovation activities, you can also call IDEM's Lead/Asbestos section at 1-888-574-8150.

However, in all cases where a demolition activity will occur (even if no asbestos is found), the owner or operator must still notify IDEM 10 working days prior to the demolition, using the form found at <http://www.in.gov/icpr/webfile/formsdiv/44593.pdf>.

Anyone submitting a renovation/demolition notification form will be billed a notification fee based upon the amount of friable asbestos containing material to be removed or demolished. Projects that involve the removal of more than 2,600 linear feet of friable asbestos containing materials on pipes, or 1,600 square feet or 400 cubic feet of friable asbestos containing material on other facility components, will be billed a fee of \$150 per project; projects below these amounts will be billed a fee of \$50 per project. All notification remitters will be billed on a quarterly basis.

For more information about IDEM policy regarding asbestos removal and disposal, visit:
<http://www.in.gov/idem/4983.htm>.

4. With respect to lead-based paint removal: IDEM encourages all efforts to minimize human exposure to lead-based paint chips and dust. IDEM is particularly concerned that young children exposed to lead can suffer from learning disabilities. Although lead-based paint abatement efforts are not mandatory, any abatement that is conducted within housing built before January 1, 1978, or a child occupied facility is required to comply with all lead-based paint work practice standards, licensing and notification requirements. For more information about lead-based paint removal visit:
<http://www.in.gov/isdh/19131.htm>.
5. Ensure that asphalt paving plants are permitted and operate properly. The use of cutback asphalt, or asphalt emulsion containing more than seven percent (7%) oil distillate, is prohibited during the months April through October. See 326 IAC 8-5-2, Asphalt Paving Rule
(<http://www.ai.org/legislative/iac/T03260/A00080.PDF>).
6. If your project involves the construction of a new source of air emissions or the modification of an existing source of air emissions or air pollution control equipment, it will need to be reviewed by the IDEM Office of Air Quality (OAQ). A registration or permit may be required under 326 IAC 2 (View at: www.ai.org/legislative/iac/t03260/a00020.pdf.) New sources that use or emit hazardous air pollutants may be subject to Section 112 of the Clean Air Act and corresponding state air regulations governing hazardous air pollutants.
7. For more information on air permits visit: <http://www.in.gov/idem/4223.htm>, or to initiate the IDEM air permitting process, please contact the Office of Air Quality Permit Reviewer of the Day at (317) 233-0178 or OAMPROD@dem.state.in.us.

LAND QUALITY

In order to maintain compliance with all applicable laws regarding contamination and/or proper waste disposal, IDEM recommends that:

1. If the site is found to contain any areas used to dispose of solid or hazardous waste, you need to contact the Office of Land Quality (OLQ) at 317-308-3103.
2. All solid wastes generated by the project, or removed from the project site, need to be taken to a properly permitted solid waste processing or disposal facility. For more information, visit <http://www.in.gov/idem/4998.htm>.
3. If any contaminated soils are discovered during this project, they may be subject to disposal as hazardous waste. Please contact the OLQ at 317-308-3103 to obtain information on proper disposal procedures.
4. If PCBs are found at this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding management of any PCB wastes from this site.
5. If there are any asbestos disposal issues related to this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding the management of asbestos wastes (Asbestos removal is addressed above, under Air Quality).

6. If the project involves the installation or removal of an underground storage tank, or involves contamination from an underground storage tank, you must contact the IDEM Underground Storage Tank program at 317/308-3039. See: <http://www.in.gov/idem/4999.htm>.

FINAL REMARKS

Should you need to obtain any environmental permits in association with this proposed project, please be mindful that IC 13-15-8 requires that you notify all adjoining property owners and/or occupants within ten days your submittal of each permit application. However, if you are seeking multiple permits, you can still meet the notification requirement with a single notice if all required permit applications are submitted within the same ten day period.

Should the scope of the proposed project be expanded to the extent that a National Environmental Policy Act Environmental Assessment (EA) or Environmental Impact Statement (EIS) is required, IDEM will actively participate in any early interagency coordination review of the project.

Meanwhile, please note that this letter does not constitute a permit, license, endorsement or any other form of approval on the part of the Indiana Department of Environmental Management regarding any project for which a copy of this letter is used. Also note that it is the responsibility of the project engineer or consultant using this letter to ensure that the most current draft of this document, which is located at <http://www.in.gov/idem/5284.htm>, is used.

Sincerely,



Thomas W. Easterly
Commissioner

Signature(s) of the Applicant

I acknowledge that the following proposed roadway project will be financed in part, or in whole, by public monies.

Project Description

The City of Bloomington intends to proceed with a revised project involving improvement of the Tapp Road and Rockport Road intersection (INDOT Des. No.: 0901730). To improve safety and congestion issues with the current intersection, the project proposes to reconstruct the existing four-way stop intersection with traffic signal lights. In addition, the vertical profile of the roadways will be reconstructed to increase stopping sight distance and intersection sight distance. The previous project proposed to construct a roundabout at this intersection.

With my signature, I do hereby affirm that I have read the letter from the Indiana Department of Environment that appears directly above. In addition, I understand that in order to complete that project in which I am interested, with a minimum of impact to the environment, I must consider all the issues addressed in the aforementioned letter, and further, that I must obtain any required permits.

Date: 4-8-16

Signature of the INDOT
Project Engineer or Other Responsible Agent

Philip M. Guthrie

for

The Honorable John Hamilton, Mayor

Date: 4-8-2016

Signature of the
For Hire Consultant

Tom Molt

Tom Molt

Re: Tapp Road and Rockport Road Coordination Package

McWilliams, Robin [robin_mcwilliams@fws.gov]

Sent: Monday, April 11, 2016 12:39 PM**To:** Thomas Molt

Dear Tom,

Thank you for the additional information.

These comments have been prepared under the authority of the Fish and Wildlife Coordination Act (16 U.S.C. 661 et. seq.) and are consistent with the intent of the National Environmental Policy Act of 1969, the Endangered Species Act of 1973, as amended, and the U. S. Fish and Wildlife Service's Mitigation Policy.

According to information you provided our office, the proposed project will install a new signalized intersection, with right turn lanes and left turn lanes on Tapp Road. Vertical curves along both Tapp Road and Rockport Road will be corrected to improve sight distance. Sidewalks and multi-use paths will be added. To reduce the footprint of the project and avoid surrounding features, three retaining walls are proposed. **New right-of-way and tree-clearing will be necessary.** Preliminary estimates indicate the proposed project will require approximately 2.98 acres of additional permanent right-of-way and approximately 0.58 acres of additional temporary right-of-way.

RECOMMENDATIONS

Based on a review of the information you provided, we recommend the following mitigation measures be included (where appropriate) in the final project plans to minimize adverse impacts to fish and wildlife resources:

1. Avoid all work within the inundated part of the stream channel (in perennial streams and larger intermittent streams) during the fish spawning season (April 1 through June 30), except for work within sealed structures such as caissons or cofferdams that were installed prior to the spawning season. No equipment should be operated below Ordinary High Water Mark during this time unless the machinery is within the caissons or on the cofferdams.
2. Restrict below low-water work to placement of piers, pilings and/or footings, shaping of the spill slopes around the bridge abutments, and placement of riprap.
3. Restrict channel work and vegetation clearing to the minimum necessary.
4. Construct new structures with a widened span and benches on one or both sides to provide for wildlife crossing, if practical. The crossing should be above normal high water, relatively flat and with natural substrate suitable for use by a wide variety of wildlife.
5. If riprap is utilized for bank stabilization, extend it below low-water elevation to provide aquatic habitat.
6. Implement temporary erosion and siltation control devices such as placement of riprap check dams in drainage ways and ditches, installation of silt fences, covering exposed areas with erosion control materials, and grading slopes to retain runoff in basins.
7. Re-vegetate all disturbed soil areas immediately upon project completion, using native trees and shrubs in the riparian zone wherever feasible.
8. Post DO NOT DISTURB signs at the construction zone boundaries and do not clear trees or understory vegetation outside the boundaries.

THREATENED AND ENDANGERED SPECIES

The proposed project is within the range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (*Myotis septentrionalis*) (NLEB). There are numerous records of both species in Monroe County.

Indiana bats hibernate in caves then disperse to reproduce and forage in relatively undisturbed forested areas associated with water resources during spring and summer. Recent research has shown that they will inhabit fragmented landscapes with

adequate forest for roosting and foraging. Young are raised in nursery colony roosts in trees, typically near drainage-ways in undeveloped areas. Like all other bat species in Indiana, the Indiana bat diet consists exclusively of insects.

The northern long-eared bat was recently listed as threatened under the Endangered Species Act (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*). At this time, no critical habitat has been proposed for the NLEB. The entire state of Indiana is within the known range of the NLEB. During the summer, NLEBs typically roost singly or in colonies in cavities, underneath bark, crevices, or hollows of both live and dead trees and/or snags (typically ≥ 3 inches dbh). Males and non-reproductive females may also roost in cooler places, like caves and mines. This bat seems opportunistic in selecting roosts, using tree species based on presence of cavities or crevices or presence of peeling bark. It has also been occasionally found roosting in structures like barns and sheds (particularly when suitable tree roosts are unavailable). They forage for insects in upland and lowland woodlots and tree lined corridors. During the winter, NLEBs predominately hibernate in caves and abandoned mine portals. Additional habitat types may be identified as new information is obtained.

There is suitable summer habitat (and records) for **both** of these species present throughout the area surrounding the project site, including wooded areas within the project boundary. The project will not eliminate enough habitat to affect these species, but to avoid incidental take from removal of an occupied roost tree we recommend that tree-clearing be avoided during the period **April 1 - September 30**. If this measure is implemented we concur that the proposed project is not likely to adversely affect the Indiana bat or the northern long-eared bat.

The project is in the karst area of Indiana. Any additional karst features that are encountered should be investigated and mitigation measures developed as necessary, in accordance with our 1993 Memorandum of Understanding. The currently proposed karst treatments and site recommendations appear appropriate.

This precludes the need for further consultation on this project as required under Section 7 of the Endangered Species Act of 1973, as amended. However, should new information arise pertaining to project plans or a revised species list be published, it will be necessary for the Federal agency to reinitiate consultation.

We appreciate the opportunity to comment at this early stage of project planning. If project plans change such that fish and wildlife habitat may be affected, please re-coordinate with our office as soon as possible. If you have any questions about our recommendations, please call Robin McWilliams Munson at (812) 334-4261 (Ext. 207).

Sincerely,
Robin

Robin McWilliams Munson

U.S. Fish and Wildlife Service
620 South Walker Street
Bloomington, Indiana 46403
812-334-4261 Fax: 812-334-4273

Monday, Tuesday - 7:30a-3:00p
Wednesday, Thursday - telework 8:30a-3:00p

APPENDIX D

Section 106 Documentation



Categorical Exclusion Level 2 Documentation
INDOT Designation Number: 0901730
Tapp Road and Rockport Road Intersection Improvement
City of Bloomington, Monroe County, Indiana

Appendix D

INDIANA SHORT REPORT

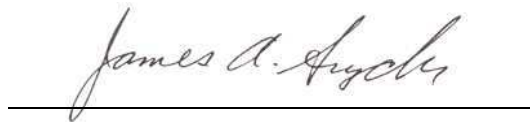
**Phase Ia Archaeological Records Check and Reconnaissance Survey for the Proposed Tapp
Road and Rockport Road Roundabout (Des No. 0901730) in the
City of Bloomington, Perry Township, Monroe County, Indiana
By**

Samuel P. Snell, MS, RPA

**Submitted By:
Luella Beth Hillen
Project Manager
ASC Group, Inc.
6330 East 75th Street, Suite 100
Indianapolis, Indiana 46250
317.915.9300
bhillen@ascgroup.net**

**Submitted To:
DLZ Indiana, LLC
2211 East Jefferson Boulevard
South Bend, Indiana 46615
574.236.4400**

Lead Agency: Indiana Department of Transportation

A handwritten signature in cursive script, reading "James A. Snyder", is positioned above a solid horizontal line.

James A. Snyder, MA, Principal Investigator

February 10, 2011

- ☐ The archaeological records check has determined that the project area does not have the potential to contain archaeological resources and no further work is recommended before the project is allowed to proceed.
- ☒ The Phase Ia archaeological reconnaissance has located no archaeological sites within the project area and it is recommended that the project be allowed to proceed as planned.

☐ The Phase Ia archaeological reconnaissance has determined that the project area includes landforms which have the potential to contain buried archaeological deposits. It is recommended that Phase Ic archaeological subsurface reconnaissance be conducted before the project is allowed to proceed.

☐ The Phase Ia archaeological reconnaissance has determined that the project area is within 100 feet of a cemetery and a Cemetery Development Plan is required per IC-14-21-1-26.5.

Cemetery Name:

Other Recommendations/Commitments:

In the unlikely event that archaeological deposits or human remains are encountered during the construction phase of the project, all work must cease and archaeologists from the DHPA and the INDOT-CRS must be notified.

Pursuant to IC-14-21-1, if any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and 29) requires that the discovery must be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646.

Attachments

- ☒ Figure showing project location within Indiana.
- ☒ USGS topographic map showing the project area (1:24,000 scale).
- ☒ Aerial photograph showing the project area, land use and survey methods.
- ☒ Photographs of the project area.
- ☐ Project plans (if available)

Other Attachments:

References Cited:

Comments:

No archaeological sites were encountered and no additional work has been recommended for the project area. In the unlikely event that archaeological deposits or human remains are encountered during the construction phase of the project, all work must cease and archaeologists from the DHPA and the INDOT-CRS must be notified.

Curation

Curation Facility for Project Documentation:

Review Information - Do Not Write in This Section

Minor Projects Programmatic Agreement Category (if applicable):

INDOT Reviewer:

Date Reviewed:

IDNR-DHPA Reviewer:

Date of Concurrence:

INDIANA SHORT REPORT

**Addendum to the Phase Ia Archaeological Records Check and Reconnaissance Survey for
the Proposed Tapp Road and Rockport Road Roundabout (Des No. 0901730) in the
City of Bloomington, Perry Township, Monroe County, Indiana**

By

Alycia Giedd, MA

**Submitted By:
Andrew Campbell
Project Manager
ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, Indiana 46256
317.915.9300
acampbell@ascgroup.net**

**Submitted To:
DLZ
157 E. Maryland Street
Indianapolis, Indiana 46204
317.633.4120**

Lead Agency: Indiana Department of Transportation

September 21, 2015

A handwritten signature in black ink, reading "Kevin R. Schwarz". The signature is fluid and cursive, with a large, stylized "S" at the end.

Kevin Schwarz, PhD, RPA, Principal Investigator

- ☐ Archaeological records check has determined that the project area does not have the potential to contain archaeological resources.
- ☐ Archaeological records check has determined that the project area has the potential to contain archaeological resources.
- ☒ Phase Ia reconnaissance has located no archaeological resources in the project area.
- ☐ Phase Ia reconnaissance has identified landforms conducive to buried archaeological deposits.

Actual Area Surveyed hectares: acres:

Comments:

Recommendation

- ☐ The archaeological records check has determined that the project area has the potential to contain archaeological resources and a Phase Ia archaeological reconnaissance is recommended.
- ☐ The archaeological records check has determined that the project area does not have the potential to contain archaeological resources and no further work is recommended before the project is allowed to proceed.
- ☒ The Phase Ia archaeological reconnaissance has located no archaeological sites within the project area and it is recommended that the project be allowed to proceed as planned.
- The Phase Ia archaeological reconnaissance has determined that the project area includes landforms which
- ☐ have the potential to contain buried archaeological deposits. It is recommended that Phase Ic archaeological subsurface reconnaissance be conducted before the project is allowed to proceed.
- ☐ The Phase Ia archaeological reconnaissance has determined that the project area is within 100 feet of a cemetery and a Cemetery Development Plan is required per IC-14-21-1-26.5.

Cemetery Name:

Other Recommendations/Commitments:

In the unlikely event that archaeological deposits or human remains are encountered during the construction phase of the project, all work must cease and archaeologists from the DHPA and the INDOT-CRS must be notified.

Pursuant to IC-14-21-1, if any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and 29) requires that the discovery must be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646.

Attachments

- ☒ Figure showing project location within Indiana.
- ☒ USGS topographic map showing the project area (*1:24,000 scale*).
- ☒ Aerial photograph showing the project area, land use and survey methods.
- ☒ Photographs of the project area.
- ☐ Project plans (*if available*)

Other Attachments:

References Cited:

**Historic Properties Report for the Proposed Tapp Road and Rockport Road Roundabout
(Des No. 0901730), City of Bloomington, Monroe County, Indiana**

By

Ross Nelson, MA, MS

Submitted By:

Luella Beth Hillen

ASC Group, Inc.

6330 East 75th Street

Suite 100

Indianapolis, Indiana 46250

317.915.9300

317.915.9301 fax

317.965.7313 cell

BHillen@ascgroup.net

Submitted To:

DLZ

2211 East Jefferson Boulevard

South Bend, Indiana 46615

574.236.4400

Lead Agency: City of Bloomington



Douglas S. Terpstra, MS, Principal Investigator

January 13, 2011

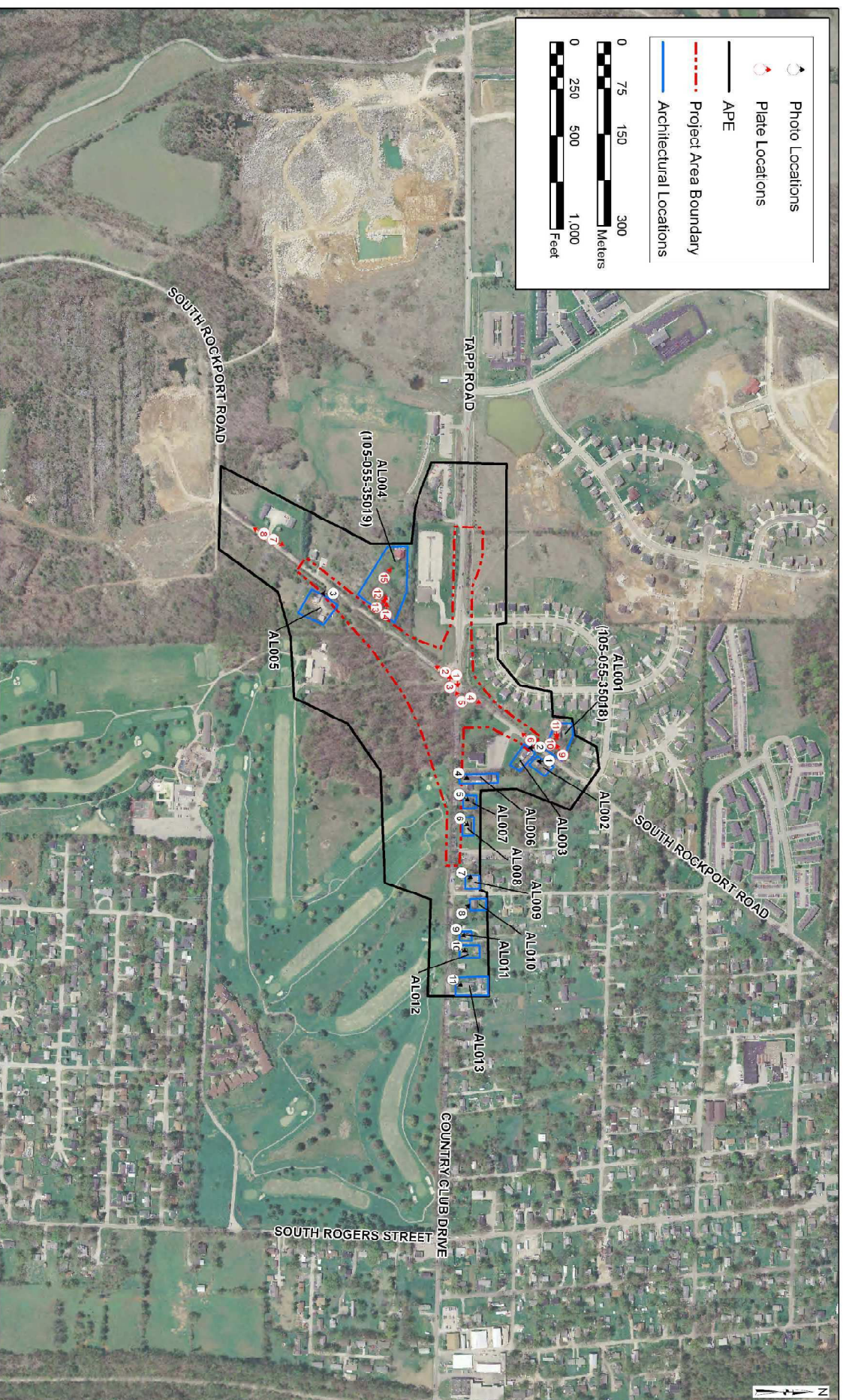


Figure 3. Aerial photograph showing the APE, project area, plate locations, photo locations, and architectural locations.

CONCLUSIONS

Thirteen properties more than 50 years of age were evaluated as part of this study. No property within the APE is currently listed in the NRHP. None of the properties are recommended eligible for the NRHP. In addition, no part of the APE is eligible for the NRHP as a historic district. The most important historic context for the area originally is related to agriculture, but there are no intact architectural remnants of the area's agricultural history. Although many buildings within the APE are more than 50 years of age, there are more non-contributing properties less than 50 years of age, limiting the area's integrity as a potential NRHP historic district.

May 4, 2011

Dr. James Glass
Indiana Department of Natural Resources
Division of Historic Preservation and Archaeology
402 West Washington Street, Room W274
Indianapolis, Indiana 46204-2739

Re: Historic Properties Report, for the Proposed Tapp Road and Rockport Road Roundabout Des No. 0901730;
DHPA No. 10810), Bloomington, Indiana

Dear Dr. Glass,

ASC Group, Inc., has recently received new information on one of the properties featured in the Historic Properties Report for the Proposed Tapp Road and Rockport Road Roundabout (Des No. 0901730), City of Bloomington, Monroe County, Indiana. This new information has been provided by the Historic Preservation Commission of the City of Bloomington in a letter addressed to both DLZ and ASC Group, Inc., dated February 24, 2011(attached). The letter, written by Nancy Hiestand, Program Manager for Historic Preservation, suggests that the house at 3020 Rockport Road (AL004/105-055-35019) is eligible for the National Register of Historic Places (NRHP) under Criterion A for being significant on the local level for the settlement of Monroe County's Scotch-Irish population. The letter also states that the property is significant under Criterion B for its association with the Borland family, a prominent early family in Monroe County. Finally, it claims the house is also eligible for the NRHP under Criterion C for being a good example of central-passage vernacular architecture. The new information was synthesized from an NRHP nomination form for the Edward Borland house and the Carl Furst Stone Company Quarry, originally written by Duncan Campbell and Kristen Brennan in 1999, but which never preceded beyond DHPA staff review. Copies of the NRHP nomination form are available at the Bloomington Historic Preservation Commission and at the Indiana Department of Natural Resources-Division of Historic Preservation and Archaeology in Indianapolis and attached to this letter.

Given this new information, ASC Group, Inc., is revising its NRHP evaluation of 3020 Rockport Road (AL004/105-055-35019). Under Criterion A, the property is associated with the significant historic context of agriculture on the local level. However, there is little evidence available with which to evaluate its importance as an agricultural property, and no intact outbuildings or agricultural land remain, so its significance as a farm is limited. The house is connected to the local historic context of Scotch-Irish settlement in Monroe County, and also with the Covenanters (a sect of reformed Presbyterians). However, the house's date of construction is in the late 1850s, a date that was well past the peak of significant Scotch-Irish settlement in Monroe County (which lasted from 1820 to 1850), and it was not important in the development of the Covenanters as an important religious sect on the local level. Therefore, it is not recommended eligible for the NRHP under Criterion A.

National Register Bulletin 32 (*Guidelines for Evaluating and Documenting Properties Associated with Significant Persons*) states "For properties associated with several community leaders **or with a prominent family**, it is necessary to identify **specific** individuals and to explain their significant accomplishments (emphasis added) [p. 7]." It is not sufficient that a house is associated with a prominent family to have significance under Criterion B; it must be shown that the specific person associated with the house made important contributions to history. 3020 Rockport Road was the home of James Andrew Borland, son of Edward Borland, who was one of the earliest settlers of Perry Township, Monroe County, and an early trustee of the Indiana Seminary, later to become Indiana University. According to the research, the house at 3020

Rockport Road was built for James Andrew Borland in the late 1850s, by his father. However, the research also suggests that James Andrew Borland was a farmer and, unlike his father or uncles, was not influential in the history of Monroe County or Indiana University. His uncle was also named James Borland, which could lead to confusion. We contend that, although a house that was associated with Edward Borland during the productive portion of his life would have significance enough to be eligible for the NRHP, this property does not meet that condition, as it was not Edward Borland's residence, place of work, office, etc. Although James Andrew Borland is associated with local historic figures through a family connection, his own accomplishments were not of sufficient level to provide significance to this property on the local, state or national level. . Therefore, the house is not eligible for the NRHP under Criterion B.

Under Criterion C, the property is a central-passage brick vernacular house, with Greek Revival details. Upon further evaluation, the property is a much better example of a central-passage vernacular house than a Greek Revival house. The central-passage house represents a progression from the hall and parlor style of vernacular house. The central-passage style, essentially a modified version of the hall and parlor house, was characterized by a portioned central passage that divided the two rooms on each side of the entryway. As a result, central-passage houses had a more symmetrical appearance than a hall and parlor house. Examples of the central-passage house, especially ones built with brick-bearing walls, are rare in Indiana, and this example is the only one of its type in Perry Township. In the historic properties report and also in the Indiana Historic Sites and Structures Inventory, it was listed as a Greek Revival house. In addition to having an entry or a full-width porch with columns or pilasters, most Greek Revival houses were rarely one story buildings and were on a much larger scale than 3020 Rockport Road (AL004/105-055-35019). In determining the property's historic integrity, the property meets all seven aspects of historic integrity: location, setting, workmanship, materials, feeling, association, and design. Its location is original; its materials and setting are similar to when the property was first built; its workmanship is still visible, and its feeling and association are still strong. There has been an addition made on the house with alterations that have altered the rear view of the house, but since the addition is not visible from the front façade, and does not alter the general design of the house—it still has integrity of design. . The property still has good overall integrity as a building built in the 1850s, and is recommended eligible for the NRHP under Criterion C. The recommended boundaries include the house and the immediate surrounding land around it, and the justification is that the property is primarily significant for its architecture, not necessarily its surroundings.

If you require any additional information, please contact ASC Group's Indianapolis office at 317.915.9300, ext. 103, or e-mail me at rnelson@ascgroup.net.

Thank you for your time.

Sincerely,



Ross Nelson
Architectural Historian
ASC Group, Inc.

Enclosures

cc: Jason Stone, DLZ

RS/clc

Mr. Joshua D. Kozlowski
DLZ Indiana, LLC
2211 E. Jefferson Blvd.
South Bend, IN 46615



Re: Tapp Road and Rockport Road Roundabout
Monroe County, Indiana
Project No.: (Not yet assigned)
INDOT Designation No.: 0901730

Dear Mr. Kozlowski:

Regarding the Tapp Road and Rockport Road roundabout intersection improvement proposed project, the Historic Landmarks Foundation of Indiana Western Regional Office:

☒ does

☐ does not

agree to be a consulting parting for this project. Thank you.

Sincerely,

Eun Shane

c/o Monroe County Hist. Pres. Board

Date: 10/6/10

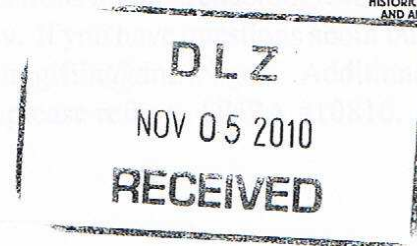


Division of Historic Preservation & Archaeology 402 W. Washington Street, W274-Indianapolis, IN 46204-2739
Phone 317-232-1646 Fax 317-232-0693 dhp@dnr.IN.gov



November 3, 2010

Joshua D. Kozlowski, Environmental Scientist
DLZ Indiana, LLC
2211 East Jefferson Boulevard
South Bend, Indiana 46615



J2
BLG
GFF
CH
JKozlowski
File

Federal Agency: Federal Highway Administration

Re: Early coordination information regarding the Tapp Road and Rockport Road
roundabout (Designation #0901730; DHPA #10810)

Dear Mr. Kozlowski:

Pursuant to Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f), 36 C.F.R. Part 800, and the "Programmatic Agreement among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation, the Indiana State Historic Preservation Officer regarding the implementation of the Federal Aid Highway Program in the State of Indiana," the staff of the Indiana State Historic Preservation Officer has conducted an analysis of the materials dated October 1, 2010, and received on October 4, 2010, for the above indicated project in Monroe County, Indiana.

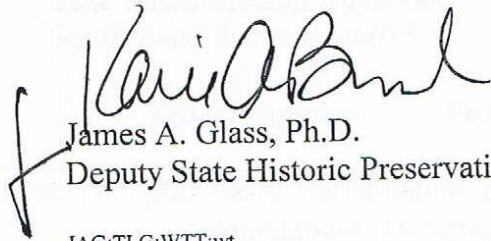
Thank you for notifying our office of the proposed project. At this time, a complete analysis of the project is not possible. Please provide the following information to facilitate the identification and analysis of historic properties in the project area:

- ❖ Literature Review
- ❖ Historic Context
- ❖ Research Methodology
- ❖ Property Descriptions
- ❖ National Register of Historic Places eligibility evaluations and recommendations
- ❖ Describe the current and past land uses within the project area; in particular, state whether or not the ground is known to have been disturbed by construction, excavation, grading, or filling, and, if so, indicate the part or parts of the project area that have been disturbed and the nature of the disturbance. Agricultural tilling generally does not have a serious enough impact on archaeological sites to constitute a disturbance of the ground for this purpose.
- ❖ Please include a map showing the boundaries of the project, including all areas that will be affected by ground-disturbing activities.

For further guidance on the indicated information, please refer to Appendix AA of INDOT's Indiana Cultural Resources Manual (<http://www.in.gov/indot/7287.htm>). Please keep in mind that additional information may be requested in the future. For questions regarding INDOT's Indiana Cultural Resources Manual, please contact Staffan Peterson at (317) 232-5161 or stpeter@indot.IN.gov.

A copy of the revised 36 C.F.R. Part 800 that went into effect on August 5, 2004 may be found on the Internet at www.achp.gov for your reference. If you have questions about archaeological issues please contact Wade Tharp at (317) 232-1650 or wtharp1@dnr.IN.gov. If you have questions about buildings or structures please contact Toni Lynn Giffin at (317) 233-9636 or tgiffin@dnr.IN.gov. Additionally, in all future correspondence regarding the above indicated project, please refer to DHPA #10810.

Very truly yours,



James A. Glass, Ph.D.
Deputy State Historic Preservation Officer

JAG:TLG:WTT:wt

cc: Staffan Peterson, Administrator, Indiana Department of Transportation

Nancy Hiestand
Bloomington Historic Preservation Commission
P.O. Box 100
Bloomington, Indiana 47402

Re: Proposed Tapp Road and Rockport Road Roundabout
(Des No. 0901730), City of Bloomington, Monroe County, Indiana

I DO ☒ DO NOT ☐ wish to be a Consulting Party to participate in
the Section 106 Process for the above mentioned project.

PLEASE NOTE: If you check "I Do" above, please return comments within
thirty (30) days after receipt. Jennifer Davis

IN-364-02

Sent to C.P. January 28, 2011



**City of Bloomington
Historic Preservation Commission**

February 24, 2011

Luella Beth Hillen
ASC Group, Inc.
6330 East 75th Street
Suite 100
Indianapolis, Indiana 46250

DLZ
2211 East Jefferson Boulevard
South Bend, Indiana 46615

RE: Proposed Tapp Road and Rockport Road Roundabout (Des No. 0901730)

To whom it may concern:

I am writing as a consulting party in regard to proposed changes to the intersection at Tapp and Rockport Road within the city of Bloomington, IN. I will address the assessment that the property at 3020 South Rockport Road [105-055-35019] is not eligible for the National Register of Historic Places as stated on pages 14 and 15. I will provide supportive arguments for its eligibility under all three criterion, but in particular "Criterion B" which, in light of recent research, is an egregious omission.

The property is listed in the 1989 Monroe County Interim Report with a classification as "Outstanding." It is currently located within the city planning jurisdiction [AIFA] and outside of the city limits.

Research has been conducted by Duncan Campbell, director of the Ball State University Graduate Program in Historic Preservation for the property at 2300 West Tapp [105-055-35020] since the publication of the interim report. The neighboring Edward Borland property on Tapp is listed on the state register. Both of these properties [105-055-35020 and 105-055-3019] are described as Borland Houses in the 1989 report, yet this connection is not explored in the documentation. Further it is stated that "...the available evidence does not show that the property is connected to an important historic figure in a local, state, or national context." I will submit evidence to conclude that the house is indeed associated with figures important to local and state history.

Mr. Campbell's research indicates that the Borlands were among the pioneer families of the county. They had vast land and property holdings in the area centered by Rockport Road and Tapp, which again enforces the significance of this setting. The original

brothers James, Edward and John arrived during the inception of statehood and quickly rose to local prominence. The subject property is one of two remaining residences associated with the family, and were part of much larger holdings and now demolished farmsteads centered in this area. From the significance statement:

“By the late nineteenth century there were five distinct residences associated with the extended family. The diagonal highway that cuts through these holdings is named Rockport Road and is known to have been in place before 1827, the date Edward purchased his property. Using census data it is possible to establish that the extended family moved from house to house with great flexibility. The households in some cases appear to be composed of maiden aunts, in-laws, elderly members in need of care, and others included to share the work of the farm. In 1929 the Borland family celebrated 110 years of continuous ownership of land in the township. “

The subject property was built for Edward’s son, James A. Borland. It represents one of two homes remaining from the five Borland homes observable on the 1910 (5195 Leonard Springs Road [105-055-40047]) All were accessible from Rockport Road, one of the earliest arteries in the county. From the National Register significance statement by Duncan Campbell:

“Edward Borland, owner and builder of the house (2300 West Tapp Road) , was one of three brothers of Scotch-Irish ancestry who emigrated from Washington County, Pennsylvania in 1818. The three came trained in valuable trades for frontier life, James, as a surveyor, Edward and John as carpenters. The eldest brother, James arrived in 1816, and returned to Pennsylvania in 1818 for his two younger brothers. During his first two years, James appears to have traded his surveying skill for credit and credit for land, as no other source of income is documented. Between 1816 and 1818, James purchased several hundred acres in Van Buren, Richland, and Bloomington Townships. His importance as a surveyor was parlayed into political interest. He held numerous county positions, including treasurer and justice of the peace, and his selection, in 1820, as surveyor for the Trustees of the State Seminary proved providential. As surveyor for the State Seminary, he was personally responsible for the sale and purchase of all lands within the seminary township. “As a result of this appointment, James was in charge of more than half of all the available real estate in the town of Bloomington, and all of the remaining land of Perry Township” (2, p8). James Borland’s name is also affixed to the first plat of the city of Bloomington.

In 1821, the younger Edward also began his involvement in area real estate transactions. That year he purchased a lot at the southwest corner of the square and became part of a “partnership of Bloomington’s leading citizens” (2, p10) in the purchase of the house and grounds on which the Monroe County Public Library now stands. Prior to 1826 Edward and John were primarily carpenters by trade, participating in the construction of the first permanent courthouse and several buildings associated with the State Seminary.

By 1826 John Borland, the youngest brother, had expanded his career into merchant trades. He is listed as a major stockholder in the Bedford Bank at its organization in 1834 (5, p521). His public works included the founding of the Monroe

County Female Seminary in 1835, making Indiana one of the few states to designate equal funding for the public education of both young women and men (5, p521).

Seminary Square itself, the initial site of the State Seminary (the first Indiana University campus), was a ten acre plot bounded by Second Street to the north, Walnut Street to the east, Morton Street on the west, and First Street on the south. It was surveyed and placed into the record in 1820 by James Borland. The three brothers were active in the construction and administration of the institution. In 1822, Edward and John, were contracted, along with two others, to do the “carpenter work of the small house” (2, p477).

In 1826, Edward was appointed a trustee of Indiana Seminary. He was re-appointed by the trustees when the Seminary reorganized into Indiana College in 1828. As the institution underwent the transition from the small State Seminary into a liberal arts College, Edward Borland was influential in bringing Andrew Wylie to Bloomington as the first President of Indiana College. President Wylie arrived from Washington County, Pennsylvania, an area settled by a large number of Scotch-Irish Presbyterians. Andrew Wylie’s 1835 home, a Georgian house with integral ell is similar in size to the Borland house, and has been preserved by Indiana University as a museum. Seven of Bloomington’s earliest houses were owned by families who emigrated from the same Pennsylvania county. Like the Borland House, these homes were Federal or Georgian in massing and decoration, brick, and contain interior decoration that used many of the same molding plane designs.

The State Seminary became Indiana College in 1828, at which point the Board of Trustees elected James Borland as its first treasurer. He held this position until 1835 when his younger brother John took over for another 3 years (5, p518). James and John Borland purchased prime Seminary Lots in 1827.’

- Association with events, activities, or patterns

The significance pattern is associated with the Scotch Irish immigration to Monroe County. Of the few remaining houses expressing this early period of settlement (1834-1855), most if not all, are brick (Wylie House, Millen House) Although the architectural forms and styles are predicated more on the period of construction, the relatively educated or skilled nature of this group expresses itself through the quality of the materials. As a settling group, they appeared in Monroe County with more sophistication about construction than others from Tennessee and Kentucky (another area of early immigration). As a social group they more quickly melded into the social fabric in positions of civic responsibility. The Borlands are unique in having obtained their land positions in the county even before the selection of the Seminary land granted for “school purposes” that later became Indiana University. Although the report reads that the historic context should be agricultural, it seems apparent that this family was not primarily agricultural, and in fact the agricultural setting is probably secondary to the interpretation of what was a rather affluent and educated community of people who obtained positions of power at the state and local level.

From the nomination:

“While it is clear that James, Edward, and John came to frontier Indiana to reap the financial rewards of development, they were also a key part of a larger religious migration. Boyd Crumrine’s bibliographical sketch of early Washington County, Pennsylvania families establishes the Borland family as prominent members of the Reform, or Covenanter Presbyterian Church (3, p877). A Calvinistic branch of the Presbyterian church, the Covenanters believed that the only true covenant among men was the Bible. The US Constitution was, in their view, an invalid set of laws because it was written by men, rather than by God. The Covenanters were vocal abolitionists whose political effectiveness was muted by a church which forbade them from voting or serving on juries. Covenanter Presbyterians settled in Washington County and Philadelphia, Pennsylvania and the uplands of South Carolina by in the mid-eighteenth century. By 1830, as the debate over slavery was dividing many communities, families sought out sympathetic areas to resettle in the newly established western states. Xenia, Ohio, and Bloomington, Indiana were two such towns. Because the three brothers are not recorded as active members of the Bloomington Covenanter community, and because all three of them held public offices, they no longer followed the strict rules of their parents’ church. Their family connections were influential, however, in bringing to Bloomington a group of intellectuals and professionals, a large number of whom were active in the Covenanter Church and abolitionist activities. “

- Distinctive physical characteristics of design, construction, or form

It is true that the house at 3020 South Rockport is vernacular in character and that Greek Revival elements are minimal, but it is also true, as the reporter acknowledges, that the form is increasingly rare. Additionally the description does not credit the detailed corbelled brick frieze and chimney work, which is exceptional on a central passage house. In addressing the reporter’s reservations about its credibility as an example of a Greek Revival house, I would disagree with his effort to make it a good example of the style. It does not require this to be eligible under Criterion C, if so none of the local examples of Greek Revival would be eligible. However it remains an excellent example of a vernacular central passage, enhanced by its brick detailing and expressive of the position of this family.

From the report: “In determining the property’s historic integrity, the property meets six of seven aspects of historic integrity: location, setting, workmanship, materials, feeling, and association. Its location is original; its materials and setting are similar to when the property was first built; its workmanship is still visible, and its feeling and association are still strong.” I would say that the reporter makes his own argument.

In summary, I believe that this property is eligible for the National Register of Historic Places under Criteria A, B, and C. Having viewed the maps, I believe that the project

will have an adverse affect. Although the proposed construction is not detailed, the proximity of disturbance is very close to the front elevation of the house. Mitigation of some kind should be required.

Sincerely,

A handwritten signature in black ink, appearing to read "Nancy Hiestand". The signature is stylized with a large, sweeping initial "N" and a cursive "Hiestand".

Nancy Hiestand AICP
Program Manager Historic Preservation
Housing and neighborhood Development Department.

Cc: DLZ
ASC Group, Inc.



Division of Historic Preservation & Archaeology • 402 W. Washington Street, W274 • Indianapolis, IN 46204-2739
Phone 317-232-1646 • Fax 317-232-0693 • dhpa@dnr.IN.gov



March 16, 2011

Luella Beth Hillen
ASC Group, Inc.
6330 East 75th Street, Suite 100
Indianapolis, Indiana 46250

Federal Agency: Federal Highway Administration ("FHWA")

Re: Historic properties report (Nelson, 01/13/2011) and Indiana archaeological short report (Snell, 02/10/2011) regarding the Tapp Road and Rockport Road roundabout (Designation #0901730; DHPA #10810)

Dear Ms. Hillen:

Pursuant to Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f), 36 C.F.R. Part 800, and the "Programmatic Agreement among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation, the Indiana State Historic Preservation Officer regarding the implementation of the Federal Aid Highway Program in the State of Indiana," the staff of the Indiana State Historic Preservation Officer has conducted an analysis of the materials dated January 28 and February 14, 2011, and received on January 31 and February 15, 2011, for the above indicated project in Bloomington, Perry Township, Monroe County, Indiana.

In regards to consulting parties, we are providing the name of an organization that might want to be invited to participate in consultation. The parties are as follows:

- 1) Duncan Campbell
Preservation Development, Inc.
218 North Rogers St.
Bloomington IN 47404

In regard to buildings and structures, we concur with ASC Group's assessment that the house at 2704 Rockport Road (Indiana Historic Sites and Structures Interim Report – Monroe County site # 105-055-35018), the house at 2702 Rockport Road, the house at 2711 Rockport Road, the house at 3025 Rockport Road, the house at 1024 Country Club Drive, the house at 1016 Country Club Drive, the house at 1010 Country Club Drive, the house at 1000 Country Club Drive, the house at 926 Country Club Drive, the house at 908 Country Club Drive, the house at 902 Country Club Drive and the house at 816 Country Club Drive are not eligible for inclusion in the National Register of Historic Places.

Furthermore, in regards to the Borland House at 3020 Rockport Road (site # 105-055-35019), in order to make a determination of eligibility we would need the following documentation of the interior of the house:

- 1) Either clear photographs (not photocopies) illustrating the existing conditions of the interior of the building or if the property owner would allow access, a verbal description of the interior features, both should be accompanied with an original design plan. Also, if photographs are provided, please key them to a site plan for our reference.

In regard to the Indiana archaeological short report (Snell, 02/10/2011), based upon the submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places within the proposed project area. Therefore, we concur with the recommendation of the archaeologist that no further archaeological investigation appears necessary. However, this identification is subject to the project activities remaining within areas disturbed by previous construction of a recent and non-historical nature. Please be advised that archaeological resources may exist underneath modern development. If archaeological deposits are encountered from the post-contact period, they will be evaluated regarding their eligibility for the National Register of Historic Places in consultation with the staff of the Indiana SHPO.

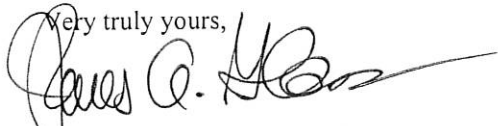
Please contact our office if such deposits are encountered. The archaeological recording must be done in accordance with the Secretary of the Interior's "Standards and Guidelines for Archaeology and Historic Preservation" (48 F.R. 44716) and a report of the archaeological documentation must be submitted to our office for review and comment.

If any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and 29) requires that the discovery must be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and 29 does not obviate the need to adhere to applicable federal statutes and regulations.

Once the indicated information is received, the Indiana SHPO will resume identification and evaluation procedures for this project. Please keep in mind that additional information may be requested in the future.

If you have questions about archaeological issues please contact Wade T. Tharp at (317) 232-1650 or wtharp1@dnr.IN.gov. If you have questions about buildings or structures please contact Toni Lynn Giffin at (317) 233-9636 or tgiffin@dnr.IN.gov. Additionally, in all future correspondence regarding the above indicated project, please refer to DHPA #10810.

Very truly yours,



James A. Glass, Ph.D.
Deputy State Historic Preservation Officer

JAG:TLG:WTT:wt

emc: Staffan D. Peterson, Ph.D., Indiana Department of Transportation
Melany Prather, Indiana Department of Transportation
Luella Beth Hillen, ASC Group, Inc.
James A. Snyder, ASC Group, Inc.



Division of Historic Preservation & Archaeology-402 W. Washington Street, W274-Indianapolis, IN 46204-2739
Phone 317-232-1646-Fax 317-232-0693-dhpa@dnr.IN.gov



June 7, 2011

Ross Nelson
Architectural Historian
ASC Group, Inc.
6330 East 75th Street, Suite 100
Indianapolis, Indiana 46250

Federal Agency: Federal Highway Administration ("FHWA")

Re: Additional information concerning the eligibility of 3020 Rockport Road in relation to the Tapp
Road and Rockport Road roundabout (Designation No. 0901730; DHPA No. 10810)

Dear Mr. Nelson:

Pursuant to Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f), 36 C.F.R. Part 800, and the "Programmatic Agreement among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation, the Indiana State Historic Preservation Officer regarding the implementation of the Federal Aid Highway Program in the State of Indiana," the staff of the Indiana State Historic Preservation Officer has conducted an analysis of the materials dated May 5, 2011, and received on May 9, 2011, for the above indicated project in Bloomington, Perry Township, Monroe County, Indiana.

Thank you for providing the information we requested in our letter dated March 16, 2011.

As previously stated, in regard to the Indiana archaeological short report (Snell, 02/10/2011), based upon the submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places within the proposed project area. Therefore, we concur with the recommendation of the archaeologist that no further archaeological investigation appears necessary. However, this identification is subject to the project activities remaining within areas disturbed by previous construction of a recent and non-historical nature. Please be advised that archaeological resources may exist underneath modern development. If archaeological deposits are encountered from the post-contact period, they will be evaluated regarding their eligibility for the National Register of Historic Places in consultation with the staff of the Indiana SHPO. Please contact our office if such deposits are encountered. The archaeological recording must be done in accordance with the Secretary of the Interior's "Standards and Guidelines for Archaeology and Historic Preservation" (48 F.R. 44716) and a report of the archaeological documentation must be submitted to our office for review and comment.

If any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and 29) requires that the discovery must be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and 29 does not obviate the need to adhere to applicable federal statutes and regulations.

Also, as we previously stated, in regard to buildings and structures, we concur with ASC Group's assessment that the house at 2704 Rockport Road (Indiana Historic Sites and Structures Interim Report - Monroe County site # 105-055-35018), the house at 2702 Rockport Road, the house at 2711 Rockport Road, the house at 3025 Rockport Road, the house at 1024 Country Club Drive, the house at 1016 Country Club Drive, the house at 1010 Country Club Drive, the house at 1000 Country Club Drive, the house at 926 Country Club Drive, the house at 908 Country Club Drive, the house at 902 Country Club Drive and the house at 816 Country Club Drive are not eligible for inclusion in the National Register of Historic Places.

Additionally, in regards to the Borland House at 3020 Rockport Road (site # 105-055-35019), we concur with ASC Group's assessment that the property is eligible for inclusion in the National Register of Historic Places; we believe that the structure is an expanded Central Passage with transitional features of Federal and Greek Revival (cornice returns)

styles. The brick structure is a good example of expanded Central Passage, including the 1-story wing. Although there is an addition to the house, it is sensitive to what might have been seen in early edition of this style.


Based on the information provided to our office, it is not clear whether the proposed project will cause effects on the Borland House at 3020 Rockport Road that qualify it for inclusion in or eligibility for the National Register (see 36 C.F.R. § 800.16[i]). To enable us to provide views on the effects 36 C.F.R. § 800.4(d)(2) for your agency, please provide the following information:

- 1) Please provide detailed site plans, drawn to scale, illustrating the existing and proposed conditions. Be sure to include the footprint or face of the property in relation to the sidewalks, curbs, roadway, right-of-way, driveways, vegetation, etc. If the existing and proposed conditions are illustrated on the same drawing, please be sure to highlight the existing conditions so that the proposed changes are readily apparent.

Once the indicated information is received, the Indiana SHPO will resume identification and evaluation procedures for this project. Please keep in mind that additional information may be requested in the future.

If you have questions about archaeological issues please contact Wade T. Tharp at (317) 232-1650 or wtharp1@dnr.IN.gov. If you have questions about buildings or structures please contact Toni Lynn Giffin at (317) 233-9636 or tgiffin@dnr.IN.gov. Additionally, in all future correspondence regarding the above indicated project, please refer to DHPA No. 10810.

Very truly yours,


for James A. Glass, Ph.D.
Deputy State Historic Preservation Officer

JAG:TLG:WTT:wt

emc: Staffan D. Peterson, Ph.D., Indiana Department of Transportation
Melany Prather, Indiana Department of Transportation
Mary Kennedy, Indiana Department of Transportation
Shaun Miller, Indiana Department of Transportation
Luella Beth Hillen, ASC Group, Inc.
James A. Snyder, ASC Group, Inc.

DNR

Indiana Department of Natural Resources

Michael R. Pence, Governor
Cameron F. Clark, Director

Division of Historic Preservation & Archaeology-402 W. Washington Street, W274-Indianapolis, IN 46204-2739
Phone 317-232-1646-Fax 317-232-0693-dhpa@dnr.IN.gov

April 1, 2015

Thomas F. Molt
Environmental Scientist
DLZ
157 E. Maryland Street
Indianapolis, Indiana 46204



RECEIVED

APR - 3 2015

DLZ

Federal Agency: Federal Highway Administration ("FHWA")

Re: Additional information, and preliminary project plan sheets, concerning the eligibility of 3020 Rockport Road in relation to the Tapp Road and Rockport Road roundabout
(Designation No. 0901730; DHPA No. 10810)

Dear Mr. Molt:

Pursuant to Section 106 of the National Historic Preservation Act (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the "Programmatic Agreement among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation, the Indiana State Historic Preservation Officer regarding the implementation of the Federal Aid Highway Program in the State of Indiana," the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has conducted an analysis of the materials dated February 27, 2015, and received on March 2, 2015, for the above indicated project in the City of Bloomington, Perry Township, Monroec County, Indiana.

Thank you for providing the information we requested in our June 7, 2011, letter to Ross Nelson of ASC Group.

As previously indicated, based upon the submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places ("NRHP") within the proposed project area; and we concur with the opinion of the archaeologist, as expressed in the Indiana archaeological short report (Snell, 02/10/2011), that no further archaeological investigations appear necessary. However, this identification is subject to the project activities remaining within areas disturbed by previous construction of a recent and non-historical nature. Please be advised that archaeological resources may exist underneath modern development. If archaeological deposits are encountered from the post-contact period, they will be evaluated regarding their eligibility for the National Register of Historic Places in consultation with the staff of the Indiana SHPO. Please contact our office if such deposits are encountered. The archaeological recording must be done in accordance with the Secretary of the Interior's "Standards and Guidelines for Archaeology and Historic Preservation" (48 F.R. 44716) and a report of the archaeological documentation must be submitted to our office for review and comment.

If any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and 29) requires that the discovery must be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and 29 does not obviate the need to adhere to applicable federal statutes and regulations.

In regard to buildings and structures, we previously agreed with the consultant's assessment that the Borland House at 3020 Rockport Road (IHSSI Site #105-055-35019) is eligible for inclusion in the National Register of Historic Places; and we asked for additional information to comment upon the effects of the project on this historic resource. Based on a review of the plans provided to our office with this submittal, we do not believe the characteristics that qualify the Borland House for inclusion in the National Register will be diminished as a result of this project.

Upon completing its own identification and evaluation efforts, it would be appropriate for the Indiana Department of Transportation ("INDOT"), on behalf of the FHWA, to analyze the information that has been gathered from the Indiana SHPO, the general public, and any other consulting parties and make the necessary determinations and findings. Please refer to the following comments for guidance:

- 1) If the INDOT believes that a finding of "no adverse effect" accurately reflects its assessment, then it shall provide documentation of its finding as set forth in 36 C.F.R. § 800.11(e) to the Indiana SHPO, notify all consulting parties, and make the documentation available for public inspection (36 C.F.R. §§ 800.5[b-c] and 800.2[d][2]).
- 2) If, on the other hand, the INDOT believes that a finding of "adverse effect" accurately reflects its assessment, then it shall forward the information to the 36 C.F.R. § 800.11(e) documentation to the FHWA. The FHWA shall provide notification to the Advisory Council on Historic Preservation by providing the documentation in 36 C.F.R. § 800.11(e) as stated in 36 C.F.R. § 800.6(a)(1). Additionally, the FHWA may proceed to provide documentation of its finding as set forth in 36 C.F.R. § 800.11(e) to the Indiana SHPO, all consulting parties, and make the documentation available for public inspection and proceed to seek ways to avoid, reduce and mitigate effects as stated in 36 C.F.R. § 800.6 (a)(2-5).

Please be advised that prior to the INDOT / FHWA approving and issuing a finding, the 36 C.F.R. § 800.11 documentation must be submitted to INDOT for review and comment.

If you have questions about archaeological issues please contact Wade T. Tharp at (317) 232-1650 or wtharp1@dnr.IN.gov. If you have questions about buildings or structures please contact Chad W. Slider at (317) 234-5366 or cslider@dnr.IN.gov. Additionally, in all future correspondence regarding the above indicated project, please refer to DHPA No. 10810.

Very truly yours,



Mitchell K. Zoll
Deputy State Historic Preservation Officer

MKZ:WTT:CWS:cws

emc: Patrick Carpenter, Indiana Department of Transportation
Mary Kennedy, Indiana Department of Transportation
Shaun Miller, Indiana Department of Transportation
Shirley Clark, Indiana Department of Transportation

DNR

Indiana Department of Natural Resources

Michael R. Pence, Governor
Cameron F. Clark, Director

Division of Historic Preservation & Archaeology 402 W. Washington Street, W274 Indianapolis, IN 46204-2739
Phone 317-232-1646 Fax 317-232-0693 dhpa@dnr.IN.gov



July 29, 2015

Thomas F. Molt
Environmental Scientist
DLZ
157 E. Maryland Street
Indianapolis, Indiana 46204

Federal Agency: Federal Highway Administration ("FHWA")

Re: Revised project information, for the Tapp Road and Rockport Road intersection improvement
(Designation No. 0901730; DHPA No. 10810)

Dear Mr. Molt:

Pursuant to Section 106 of the National Historic Preservation Act (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the "Programmatic Agreement among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation, the Indiana State Historic Preservation Officer regarding the implementation of the Federal Aid Highway Program in the State of Indiana," the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has conducted an analysis of the materials dated June 26, 2015, and received on June 29, 2015, for the above indicated project in the City of Bloomington, Perry Township, Monroe County, Indiana.

Thank you for your recent submission. It is our understanding that the project has been modified to exclude the construction of a roundabout. The revised project now proposes to reconstruct the existing four-way stop intersection with traffic signal lights.

In regard to buildings and structures, we previously agreed with the consultant's assessment that the Borland House at 3020 Rockport Road (IHSSI Site #105-055-35019) is eligible for inclusion in the NRHP; and we asked for additional information to comment upon the effects of the project on this historic resource. Based on a review of the revised plans provided to our office with this submittal, we do not believe the characteristics that qualify the Borland House for inclusion in the National Register will be diminished as a result of this project.

As previously indicated, in regard to the Indiana archaeological short report (Snell, 02/10/2011), based upon the submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places ("NRHP") within the original proposed project area; and we concur with the recommendation of the archaeologist that no further archaeological investigation appears necessary. However, this identification is subject to the project activities remaining within areas disturbed by previous construction of a recent and non-historical nature. Please be advised that archaeological resources may exist underneath modern development. If archaeological deposits are encountered from the post-contact period, they will be evaluated regarding their eligibility for the NRHP in consultation with the staff of the Indiana SHPO. Please contact our office if such deposits are encountered. The archaeological recording must be done in accordance with the Secretary of the Interior's "Standards and Guidelines for Archaeology and Historic Preservation" (48 F.R. 44716) and a report of the archaeological documentation must be submitted to our office for review and comment.

Additionally, we note that, according to the maps included in the present submission (Re-coordination Package/Appendix A, pp. 8 and 9), the revised proposed project area appears to extend about 775 feet further west along Tapp Road, and about 300 feet further north along Rockport Road, than did the original proposed project

area. These additional portions of the PPA were not assessed in the previously-submitted Indiana archaeological short report (Snell, 02/10/2011). It is our understanding that these areas will be archaeologically addressed.

Once the indicated information is received, the Indiana SHPO will resume identification and evaluation procedures for this project. Please keep in mind that additional information may be requested in the future.

If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and 29) requires that the discovery must be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and 29 does not obviate the need to adhere to applicable federal statutes and regulations, including, but not limited to, 36 C.F.R. 800.

If you have questions about archaeological issues please contact Wade T. Tharp at (317) 232-1650 or wtharp1@dnr.IN.gov. If you have questions about buildings or structures please contact Chad W. Slider at (317) 234-5366 or cslider@dnr.IN.gov. Additionally, in all future correspondence regarding the above indicated project, please refer to DHPA No. 10810.

Very truly yours,



Mitchell K. Zoll
Deputy State Historic Preservation Officer

MKZ:CWS:WTT:wtt

emc: Patrick Carpenter, Indiana Department of Transportation
Mary Kennedy, Indiana Department of Transportation
Shaun Miller, Indiana Department of Transportation
Shirley Clark, Indiana Department of Transportation

DNR

Indiana Department of Natural Resources

Michael R. Pence, Governor
Cameron F. Clark, Director

Division of Historic Preservation & Archaeology 402 W. Washington Street, W274 Indianapolis, IN 46204-2739
Phone 317-232-1646 Fax 317-232-0693 dhpa@dnr.IN.gov



October 30, 2015

Andrew Campbell
Indiana Regional Manager/Office Manager
ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, Indiana 46256

Federal Agency: Federal Highway Administration ("FHWA")

Re: Addendum to the Phase Ia archaeological records check and reconnaissance survey report (Giedd, 09/21/2015), for the Tapp Road and Rockport Road intersection improvement (Designation No. 0901730; DHPA No. 10810)

Dear Mr. Campbell:

Pursuant to Section 106 of the National Historic Preservation Act (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the "Programmatic Agreement among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation, the Indiana State Historic Preservation Officer regarding the implementation of the Federal Aid Highway Program in the State of Indiana," the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has conducted an analysis of the materials dated September 29, 2015, and received on September 30, 2015, for the above indicated project in the City of Bloomington, Perry Township, Monroe County, Indiana.

Based upon the submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places ("NRHP") within the additional portions of the proposed project area; and we concur with the recommendation of the archaeologist, as expressed in the Phase Ia archaeological records check and reconnaissance survey report (Giedd, 09/21/2015), that no further archaeological investigation appears necessary. Additionally, as previously indicated, in regard to the Indiana archaeological short report (Snell, 02/10/2011), based upon the submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the NRHP within the original portions of the proposed project area; and we concur with the recommendation of the archaeologist that no further archaeological investigation appears necessary.

However, these identifications are subject to the project activities remaining within areas disturbed by previous construction of a recent and non-historical nature. Please be advised that archaeological resources may exist underneath modern development. If archaeological deposits are encountered from the post-contact period, they will be evaluated regarding their eligibility for the NRHP in consultation with the staff of the Indiana SHPO. Please contact our office if such deposits are encountered. The archaeological recording must be done in accordance with the Secretary of the Interior's "Standards and Guidelines for Archaeology and Historic Preservation" (48 F.R. 44716) and a report of the archaeological documentation must be submitted to our office for review and comment.

If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and 29) requires that the discovery must be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and 29 does not obviate the need to adhere to applicable federal statutes and regulations, including, but not limited to, 36 C.F.R. 800.

If you have questions about archaeological issues please contact Wade T. Tharp at (317) 232-1650 or wtharp1@dnr.IN.gov. If you have questions about buildings or structures please contact Chad W. Slider at (317) 234-5366 or cslider@dnr.IN.gov. Additionally, in all future correspondence regarding the above indicated project, please refer to DHPA No. 10810.

Very truly yours,



Mitchell K. Zoll
Deputy State Historic Preservation Officer

MKZ:WTT:wt

emc: Patrick Carpenter, Indiana Department of Transportation
Mary Kennedy, Indiana Department of Transportation
Shaun Miller, Indiana Department of Transportation
Shirley Clark, Indiana Department of Transportation
Thomas Molt, DLZ Indiana, L.L.C.
Kevin Schwarz, ASC Group, Inc.



Indiana Department of Natural Resources

Michael R. Pence, Governor
Cameron F. Clark, Director

Division of Historic Preservation & Archaeology 402 W. Washington Street, W274 Indianapolis, IN 46204-2739
Phone 317-232-1646 Fax 317-232-0693 dhp@dnr.IN.gov



March 29, 2016

Shaun Miller
Acting Manager, Cultural Resources Office
Environmental Services
Indiana Department of Transportation
100 North Senate Avenue, Room N642
Indianapolis, Indiana 46204

Federal Agency: Federal Highway Administration ("FHWA")

Re: Change in project scope, and Indiana Department of Transportation's finding of "no adverse effect," on behalf of the Federal Highway Administration, for the Tapp Road and Rockport Road intersection improvement (Designation No. 0901730; DHPA No. 10810)

Dear Mr. Miller:

Pursuant to Section 106 of the National Historic Preservation Act (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the "Programmatic Agreement among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation, the Indiana State Historic Preservation Officer regarding the implementation of the Federal Aid Highway Program in the State of Indiana," the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has conducted an analysis of the materials dated and received on March 10, 2016, for the above indicated project in the City of Bloomington, Perry Township, Monroe County, Indiana.

We concur with your assessment that the Borland House will not be adversely affected by the revised project. Additionally, we concur with the INDOT's March 8, 2016, finding, on behalf of the FHWA, of No Adverse Effect, for the Tapp Road and Rockport Road intersection improvement project as a whole.

If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and 29) requires that the discovery must be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and 29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. 800.

If you have questions about archaeological issues please contact Wade T. Tharp at (317) 232-1650 or wtharp1@dnr.IN.gov. If you have questions about buildings or structures please contact Chad Slider at (317) 234-5366 or cslider@dnr.IN.gov. Additionally, in all future correspondence regarding the above indicated project, please refer to DHPA No. 10810.

Very truly yours,

Mitchell K. Zoll
Deputy State Historic Preservation Officer

MKZ:CWS:WTT:wt

cmc: Thomas Molt, DLZ
Doug Terpstra, ASC
Shaun Miller, Indiana Department of Transportation
Patrick Carpenter, Indiana Department of Transportation
Mary Kennedy, Indiana Department of Transportation
Shirley Clark, Indiana Department of Transportation

DNR

Indiana Department of Natural Resources

Michael R. Pence, Governor
Cameron F. Clark, Director

Division of Historic Preservation & Archaeology-402 W. Washington Street, W274-Indianapolis, IN 46204-2739
Phone 317-232-1646-Fax 317-232-0693-dhpa@dnr.IN.gov

April 1, 2015

Thomas F. Molt
Environmental Scientist
DLZ
157 E. Maryland Street
Indianapolis, Indiana 46204



RECEIVED

APR - 3 2015

DLZ

Federal Agency: Federal Highway Administration ("FHWA")

Re: Additional information, and preliminary project plan sheets, concerning the eligibility of 3020 Rockport Road in relation to the Tapp Road and Rockport Road roundabout (Designation No. 0901730; DHPA No. 10810)

Dear Mr. Molt:

Pursuant to Section 106 of the National Historic Preservation Act (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the "Programmatic Agreement among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation, the Indiana State Historic Preservation Officer regarding the implementation of the Federal Aid Highway Program in the State of Indiana," the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has conducted an analysis of the materials dated February 27, 2015, and received on March 2, 2015, for the above indicated project in the City of Bloomington, Perry Township, Monroec County, Indiana.

Thank you for providing the information we requested in our June 7, 2011, letter to Ross Nelson of ASC Group.

As previously indicated, based upon the submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places ("NRHP") within the proposed project area; and we concur with the opinion of the archaeologist, as expressed in the Indiana archaeological short report (Snell, 02/10/2011), that no further archaeological investigations appear necessary. However, this identification is subject to the project activities remaining within areas disturbed by previous construction of a recent and non-historical nature. Please be advised that archaeological resources may exist underneath modern development. If archaeological deposits are encountered from the post-contact period, they will be evaluated regarding their eligibility for the National Register of Historic Places in consultation with the staff of the Indiana SHPO. Please contact our office if such deposits are encountered. The archaeological recording must be done in accordance with the Secretary of the Interior's "Standards and Guidelines for Archaeology and Historic Preservation" (48 F.R. 44716) and a report of the archaeological documentation must be submitted to our office for review and comment.

If any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and 29) requires that the discovery must be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and 29 does not obviate the need to adhere to applicable federal statutes and regulations.

In regard to buildings and structures, we previously agreed with the consultant's assessment that the Borland House at 3020 Rockport Road (IHSSI Site #105-055-35019) is eligible for inclusion in the National Register of Historic Places; and we asked for additional information to comment upon the effects of the project on this historic resource. Based on a review of the plans provided to our office with this submittal, we do not believe the characteristics that qualify the Borland House for inclusion in the National Register will be diminished as a result of this project.

Upon completing its own identification and evaluation efforts, it would be appropriate for the Indiana Department of Transportation ("INDOT"), on behalf of the FHWA, to analyze the information that has been gathered from the Indiana SHPO, the general public, and any other consulting parties and make the necessary determinations and findings. Please refer to the following comments for guidance:

- 1) If the INDOT believes that a finding of "no adverse effect" accurately reflects its assessment, then it shall provide documentation of its finding as set forth in 36 C.F.R. § 800.11(e) to the Indiana SHPO, notify all consulting parties, and make the documentation available for public inspection (36 C.F.R. §§ 800.5[b-c] and 800.2[d][2]).
- 2) If, on the other hand, the INDOT believes that a finding of "adverse effect" accurately reflects its assessment, then it shall forward the information to the 36 C.F.R. § 800.11(e) documentation to the FHWA. The FHWA shall provide notification to the Advisory Council on Historic Preservation by providing the documentation in 36 C.F.R. § 800.11(e) as stated in 36 C.F.R. § 800.6(a)(1). Additionally, the FHWA may proceed to provide documentation of its finding as set forth in 36 C.F.R. § 800.11(e) to the Indiana SHPO, all consulting parties, and make the documentation available for public inspection and proceed to seek ways to avoid, reduce and mitigate effects as stated in 36 C.F.R. § 800.6 (a)(2-5).

Please be advised that prior to the INDOT / FHWA approving and issuing a finding, the 36 C.F.R. § 800.11 documentation must be submitted to INDOT for review and comment.

If you have questions about archaeological issues please contact Wade T. Tharp at (317) 232-1650 or wtharp1@dnr.IN.gov. If you have questions about buildings or structures please contact Chad W. Slider at (317) 234-5366 or cslider@dnr.IN.gov. Additionally, in all future correspondence regarding the above indicated project, please refer to DHPA No. 10810.

Very truly yours,



Mitchell K. Zoll
Deputy State Historic Preservation Officer

MKZ:WTT:CWS:cws

emc: Patrick Carpenter, Indiana Department of Transportation
Mary Kennedy, Indiana Department of Transportation
Shaun Miller, Indiana Department of Transportation
Shirley Clark, Indiana Department of Transportation

RECEIVED

JUL 17 2015

DLZ

Thomas F. Molt
DLZ Indiana, LLC
157 E. Maryland Street
Indianapolis, IN 46204

Re: Tapp Road and Rockport Road Intersection Improvement
City of Bloomington, Monroe County, Indiana
INDOT Designation No. 0901730
IDNR DHPA No. 10810
DLZ Project No.: 1063-0691-90

Dear Mr. Molt:

Regarding the City of Bloomington Tapp Road and Rockport Road intersection improvement project,
the Indiana Landmarks Central Regional Office:

☒ does

☐ does not

agree to be a consulting parting for this project. Thank you.

Sincerely,

Rainie Regan

Date: 7/14/15

RECEIVED

JUL 21 2015

DLZ

Thomas F. Molt
DLZ Indiana, LLC
157 E. Maryland Street
Indianapolis, IN 46204

Re: Tapp Road and Rockport Road Intersection Improvement
City of Bloomington, Monroe County, Indiana
INDOT Designation No. 0901730
IDNR DHPA No. 10810
DLZ Project No.: 1063-0691-90

Dear Mr. Molt:

Regarding the City of Bloomington Tapp Road and Rockport Road intersection improvement project,
the Monroe County Commissioners:

☒ does

☐ does not

agree to be a consulting parting for this project. Thank you.

Sincerely,



Date: 7/14/15

Thomas F. Molt
DLZ Indiana, LLC
157 E. Maryland Street
Indianapolis, IN 46204

Re: Tapp Road and Rockport Road Intersection Improvement
City of Bloomington, Monroe County, Indiana
INDOT Designation No. 0901730
IDNR DHPA No. 10810
DLZ Project No.: 1063-0691-90

Dear Mr. Molt:

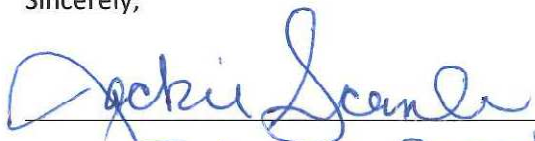
Regarding the City of Bloomington Tapp Road and Rockport Road intersection improvement project,
the Monroe County Historic Preservation Board of Review:

☒ does

☐ does not

agree to be a consulting parting for this project. Thank you.

Sincerely,


Jackie Scanlan Secretary

Date: 7/24/15

DNR

Indiana Department of Natural Resources

Michael R. Pence, Governor
Cameron F. Clark, Director

Division of Historic Preservation & Archaeology 402 W. Washington Street, W274 Indianapolis, IN 46204-2739
Phone 317-232-1646 Fax 317-232-0693 dhpa@dnr.IN.gov



July 29, 2015

Thomas F. Molt
Environmental Scientist
DLZ
157 E. Maryland Street
Indianapolis, Indiana 46204

Federal Agency: Federal Highway Administration ("FHWA")

Re: Revised project information, for the Tapp Road and Rockport Road intersection improvement
(Designation No. 0901730; DHPA No. 10810)

Dear Mr. Molt:

Pursuant to Section 106 of the National Historic Preservation Act (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the "Programmatic Agreement among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation, the Indiana State Historic Preservation Officer regarding the implementation of the Federal Aid Highway Program in the State of Indiana," the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has conducted an analysis of the materials dated June 26, 2015, and received on June 29, 2015, for the above indicated project in the City of Bloomington, Perry Township, Monroe County, Indiana.

Thank you for your recent submission. It is our understanding that the project has been modified to exclude the construction of a roundabout. The revised project now proposes to reconstruct the existing four-way stop intersection with traffic signal lights.

In regard to buildings and structures, we previously agreed with the consultant's assessment that the Borland House at 3020 Rockport Road (IHSSI Site #105-055-35019) is eligible for inclusion in the NRHP; and we asked for additional information to comment upon the effects of the project on this historic resource. Based on a review of the revised plans provided to our office with this submittal, we do not believe the characteristics that qualify the Borland House for inclusion in the National Register will be diminished as a result of this project.

As previously indicated, in regard to the Indiana archaeological short report (Snell, 02/10/2011), based upon the submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places ("NRHP") within the original proposed project area; and we concur with the recommendation of the archaeologist that no further archaeological investigation appears necessary. However, this identification is subject to the project activities remaining within areas disturbed by previous construction of a recent and non-historical nature. Please be advised that archaeological resources may exist underneath modern development. If archaeological deposits are encountered from the post-contact period, they will be evaluated regarding their eligibility for the NRHP in consultation with the staff of the Indiana SHPO. Please contact our office if such deposits are encountered. The archaeological recording must be done in accordance with the Secretary of the Interior's "Standards and Guidelines for Archaeology and Historic Preservation" (48 F.R. 44716) and a report of the archaeological documentation must be submitted to our office for review and comment.

Additionally, we note that, according to the maps included in the present submission (Re-coordination Package/Appendix A, pp. 8 and 9), the revised proposed project area appears to extend about 775 feet further west along Tapp Road, and about 300 feet further north along Rockport Road, than did the original proposed project

area. These additional portions of the PPA were not assessed in the previously-submitted Indiana archaeological short report (Snell, 02/10/2011). It is our understanding that these areas will be archaeologically addressed.

Once the indicated information is received, the Indiana SHPO will resume identification and evaluation procedures for this project. Please keep in mind that additional information may be requested in the future.

If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and 29) requires that the discovery must be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and 29 does not obviate the need to adhere to applicable federal statutes and regulations, including, but not limited to, 36 C.F.R. 800.

If you have questions about archaeological issues please contact Wade T. Tharp at (317) 232-1650 or wtharp1@dnr.IN.gov. If you have questions about buildings or structures please contact Chad W. Slider at (317) 234-5366 or cslider@dnr.IN.gov. Additionally, in all future correspondence regarding the above indicated project, please refer to DHPA No. 10810.

Very truly yours,



Mitchell K. Zoll
Deputy State Historic Preservation Officer

MKZ:CWS:WTT:wtt

emc: Patrick Carpenter, Indiana Department of Transportation
Mary Kennedy, Indiana Department of Transportation
Shaun Miller, Indiana Department of Transportation
Shirley Clark, Indiana Department of Transportation

**MONROE COUNTY HISTORIC PRESERVATION
BOARD OF REVIEW**

501 N. Morton Street, Suite 224, Bloomington, IN 47404

Telephone: (812)-349-2560 / Fax: (812)-349-2967

www.co.monroe.in.us/tsd/Government/Infrastructure/PlanningDepartment/HistoricPreservation.aspx

Thomas F. Molt, Environmental Scientist
DLZ Indiana, LLC.
157 East Maryland Street
Indianapolis, IN 46204

August 3, 2015

RE: Re-coordination for the revised Tapp Road and Rockport Road intersection improvement project, in the City of Bloomington, Monroe County, Indiana

INDOT Designation No.: 0901730

DHPA No.: 10810

Dear Mr. Molt,

In response to your letter to potential consulting parties for the above named project, I would like to reaffirm the wishes of the Monroe County Historic Preservation Board of Review to participate in the discussions concerning said project as a consulting party to the Section 106 process.

In regard to the Borland House located at 3020 S. Rockport Road, I would like to inform you that on June 26, 2015, the Monroe County Commissioners, on the recommendation of the Historic Preservation Board of Review and the County Planning Department, unanimously voted to designate the Borland House site a local historic district. As such, any future exterior alterations to the Borland House historic district buildings and landscape are placed within the jurisdiction of the Monroe County Historic Preservation Board of Review Certificate of Appropriateness procedure.

Because the Borland House property has already been recognized as eligible for the National Register of Historic Places, and thus subject to the Section 106 process on that basis, the local historic designation does not alter said eligibility, but does underpin the historic significance of the property at the level of the local county government.

The Board would like to comment on two concerns that it has regarding the revised Tapp Road and Rockport Road intersection improvement project:

1. The Board strongly supports the decision to change the intersection plans from a traffic circle/roundabout configuration to a traffic signal light. The reconstruction of the vertical profiles of the approach/departure roadways further enhances the safety of the intersection as part of the effort to reduce the effects of traffic congestion at this intersection. Moreover, lessening the environmental impacts on

the intersection sight while reducing the right-of-way acquisition requirements should reduce the potential for adverse effect on the Borland Property as well.

2. After reviewing the revised intersection plan, the Monroe County Historic Preservation Board of Review would like to comment on the requirement for the sidewalks shown on either side of Rockport Road south of the intersection of Rockport Road and Tapp Road. It was felt that extending these sidewalks all the way to northwest edge of the Borland House property, where they abruptly end, has an adverse effect on the rural/agricultural nature of the Borland site. In addition, questions were raised as to the necessity of having sidewalks on both sides of the road in this location, especially since neither sidewalk continues to any apparent destination. The Board recognizes the requirement for continuity in curb and storm sewer construction, as well as the desire to connect to the new sidewalks that complete the intersection construction itself, but does not see the necessity for the sidewalks in this location to extend as far south as the plans indicate, especially considering the desire to protect the integrity of the Borland House district.

Sincerely,

A handwritten signature in black ink, appearing to read "Duncan Campbell", written in a cursive style.

Duncan Campbell
Chair, Monroe County Historic Preservation Board of Review

DNR

Indiana Department of Natural Resources

Michael R. Pence, Governor
Cameron F. Clark, Director

Division of Historic Preservation & Archaeology 402 W. Washington Street, W274 Indianapolis, IN 46204-2739
Phone 317-232-1646 Fax 317-232-0693 dhpa@dnr.IN.gov



January 13, 2016

Thomas F. Molt
Environmental Scientist
DLZ
157 E. Maryland Street
Indianapolis, Indiana 46204

Federal Agency: Federal Highway Administration ("FHWA")

Re: Additional project information for the Tapp Road and Rockport Road intersection improvement (Designation No. 0901730; DHPA No. 10810)

Dear Mr. Molt:

Pursuant to Section 106 of the National Historic Preservation Act (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the "Programmatic Agreement among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation, the Indiana State Historic Preservation Officer regarding the implementation of the Federal Aid Highway Program in the State of Indiana," the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has conducted an analysis of the materials dated December 14, 2015, and received on December 15, 2015, for the above indicated project in the City of Bloomington, Perry Township, Monroe County, Indiana.

Thank you for your recent letter and copy of the correspondence with the Monroe County Historic Preservation Board of Review. It is our understanding that the Board has designated the Borland House at 3020 S. Rockport a local historic district, and that it commented on the appropriateness of extending sidewalks. The staff of the Indiana SHPO has reviewed the additional materials provided to our office, and it has no further comments to offer at this time.

If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and 29) requires that the discovery must be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and 29 does not obviate the need to adhere to applicable federal statutes and regulations, including, but not limited to, 36 C.F.R. 800.

If you have questions about archaeological issues please contact Wade T. Tharp at (317) 232-1650 or wtharp1@dnr.IN.gov. If you have questions about buildings or structures please contact Chad Slider at (317) 234-5366 or cslider@dnr.IN.gov. Additionally, in all future correspondence regarding the above indicated project, please refer to DHPA No. 10810.

Very truly yours,



Mitchell K. Zoll
Deputy State Historic Preservation Officer

MKZ:CWS:cws

emc: Patrick Carpenter, Indiana Department of Transportation
Mary Kennedy, Indiana Department of Transportation
Shaun Miller, Indiana Department of Transportation
Shirley Clark, Indiana Department of Transportation

Thomas F. Molt, Environmental Scientist
DLZ Indiana, LLC.
157 East Maryland Street
Indianapolis, IN 46204

January 22, 2016

RE: Re-coordination for the revised Tapp Road and Rockport Road intersection improvement project, in the City of Bloomington, Monroe County, Indiana

INDOT Designation No.: 0901730
DHPA No.: 10810

Dear Mr. Molt,

Thank you for your response letter dated December 14th, 2015, addressing the concerns of the Monroe County Historic Preservation Board of Review as expressed in the Board's letter dated July 26, 2015 /August 3, 2015. Regarding your response The Board of Review wishes to reiterate its objections to extending the sidewalks as proposed. For the record, we do not find your arguments persuasive.

The comments below express the Board's response.

1. None of the City of Bloomington and Bloomington/Monroe County Metropolitan Planning Organization Documents that you refer to directly considers historic sites or historic context. *Bloomington and Monroe County have a long history of issuing variances to planning objectives when historic properties are considered.* While the Board shares the goals of these documents in general, as well as those of the Bicycle and Pedestrian Transportation and Greenways System Plan, we understand the goals of Historic Preservation to be consistent with these goals, including our objection to the sidewalks as proposed. Preservation efforts consistently advocate for enhancing community image and quality of life, promoting healthier lifestyles and tourism opportunities, building assessed value and stabilizing property values, enhancing the local economy, aiding business, protecting the environment and natural areas. It is arguable that adding concrete sidewalks to historic rural sites does not, in itself, achieve any of these goals, and, in fact, may have the opposite effect.

2. There is no such thing as architecture without its surroundings. National Register eligibility *requires* that a building be located on its original site. To argue that the Borland House site has little or no rural or agricultural context is to deny the significance of the architecture of the house itself, the existence of the original barn (albeit remodeled), the size and distribution of the trees, etc. Arguing that the site

has already suffered the effects of suburbanization does not justify further encroachment. Noting that the “significance of the farm is limited,” does not justify further limitations in this regard; it argues for more vehement protection.

3. The Board does not agree with the arguments that future sidewalk construction or extension is “reasonably foreseeable,” nor that future sidewalks are likely to increase the awareness of the property. They will impinge upon the public’s ability to interpret the property’s age and significance. Moreover, suburbanization and its accompanying “improvements” are not inevitable. This notion flies in the face of everything Historic Preservation has accomplished.

4. The Board is dismayed, but not surprised, that the SHPO has concurred with the sidewalk plans as proposed. The Board respectfully disagrees with the finding that the integrity of the Borland House (and site) will not be diminished by the proposed sidewalk construction. The Monroe County Historic Preservation Board of Review is a qualified CLG organization, representing the historic preservation interests of Monroe County and is just as qualified as the SHPO staff in these matters, and considerably more qualified to assess the significance and integrity issues surrounding local historic properties and the impact of this intersection “improvement.”

Respectfully submitted,

Duncan Campbell
Chair, Monroe County Historic Preservation Board of Review

**MONROE COUNTY HISTORIC PRESERVATION
BOARD OF REVIEW**

501 N. Morton Street, Suite 224, Bloomington, IN 47404

Telephone: (812)-349-2560 / Fax: (812)-349-2967

www.co.monroe.in.us/tsd/Government/Infrastructure/PlanningDepartment/HistoricPreservation.aspx

DLZ

MAR 28 2016

RECEIVED

Thomas F. Molt, Environmental Scientist
DLZ Indiana, LLC.
157 East Maryland Street
Indianapolis, IN 46204

March 24, 2016

RE: RECONSTRUCTION OF THE TAPP ROAD AND ROCKPORT ROAD INTERSECTION
CITY OF BLOOMINGTON, PERRY TOWNSHIP, MONROE COUNTY, INDIANA
INDOT DESIGNATION NUMBER: 0901730

Dear Mr. Molt,

Thank you for your letter of response dated February 26, 2016. We have also received the revised submittal issued March 10, 2016.

The Monroe County Historic Board of Review appreciates your consideration of our concerns.

We have no further comments on this project.

Best Regards,

Carly Petersen, AICP
Senior Planner
Monroe County Planning Department
Historic Preservation Board of Review
501 N. Morton Street, Suite 224
Bloomington, IN 47404
cpetersen@co.monroe.in.us
Phone: 812.349.2560
Fax: 812.349.2967



Indiana Department of Natural Resources

Michael R. Pence, Governor
Cameron F. Clark, Director

Division of Historic Preservation & Archaeology 402 W. Washington Street, W274 Indianapolis, IN 46204-2739
Phone 317-232-1646 Fax 317-232-0693 dhpa@dnr.IN.gov



March 29, 2016

Shaun Miller
Acting Manager, Cultural Resources Office
Environmental Services
Indiana Department of Transportation
100 North Senate Avenue, Room N642
Indianapolis, Indiana 46204

Federal Agency: Federal Highway Administration ("FHWA")

Re: Change in project scope, and Indiana Department of Transportation's finding of "no adverse effect," on behalf of the Federal Highway Administration, for the Tapp Road and Rockport Road intersection improvement (Designation No. 0901730; DHPA No. 10810)

Dear Mr. Miller:

Pursuant to Section 106 of the National Historic Preservation Act (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the "Programmatic Agreement among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation, the Indiana State Historic Preservation Officer regarding the implementation of the Federal Aid Highway Program in the State of Indiana," the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has conducted an analysis of the materials dated and received on March 10, 2016, for the above indicated project in the City of Bloomington, Perry Township, Monroe County, Indiana.

We concur with your assessment that the Borland House will not be adversely affected by the revised project. Additionally, we concur with the INDOT's March 8, 2016, finding, on behalf of the FHWA, of No Adverse Effect, for the Tapp Road and Rockport Road intersection improvement project as a whole.

If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and 29) requires that the discovery must be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and 29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. 800.

If you have questions about archaeological issues please contact Wade T. Tharp at (317) 232-1650 or wtharp1@dnr.IN.gov. If you have questions about buildings or structures please contact Chad Slider at (317) 234-5366 or cslider@dnr.IN.gov. Additionally, in all future correspondence regarding the above indicated project, please refer to DHPA No. 10810.

Very truly yours,

Mitchell K. Zoll
Deputy State Historic Preservation Officer

MKZ:CWS:WTT:wt

cmc: Thomas Molt, DLZ
Doug Terpstra, ASC
Shaun Miller, Indiana Department of Transportation
Patrick Carpenter, Indiana Department of Transportation
Mary Kennedy, Indiana Department of Transportation
Shirley Clark, Indiana Department of Transportation

**FEDERAL HIGHWAY ADMINISTRATION'S
SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties) AND
SECTION 106 FINDINGS AND DETERMINATIONS
AREA OF POTENTIAL EFFECT
ELIGIBILITY DETERMINATIONS
EFFECT FINDING
RECONSTRUCTION OF THE TAPP ROAD AND ROCKPORT ROAD INTERSECTION
CITY OF BLOOMINGTON, PERRY TOWNSHIP, MONROE COUNTY, INDIANA
INDOT DESIGNATION NUMBER: 0901730**

AREA OF POTENTIAL EFFECTS

(Pursuant to 36 CFR Section 800.4(a)(1))

The Area of Potential Effect (APE) of the undertaking has been determined to be all properties adjacent to the proposed project and those within its viewshed. The APE consists of an irregularly shaped area around the intersection of Tapp Road/Country Club Drive and Rockport Road. Refer to the attached APE map in Appendix A, Exhibit 1.

ELIGIBILITY DETERMINATIONS

(Pursuant to 36 CFR 800.4(c)(2))

INDOT, acting on behalf of FHWA, has determined that one historic property was identified within the APE.

Borland House (IHSSI Site #105-055-60434) - 3020 Rockport Road

This c. 1850's central-passage brick vernacular house, with Greek Revival details house is eligible for inclusion in the National Register of Historic Places under Criterion C because it embodies distinctive characteristics of a type, period, and method of construction. (Previous Indiana Historic Sites and Structures Inventory number 105-055-35019).

EFFECT FINDING

Borland House (IHSSI Site #105-055-60434) - 3020 Rockport Road – No Adverse Effect

INDOT, acting on FHWA's behalf, has determined a No Adverse Effect finding is appropriate for this undertaking. INDOT respectfully requests the Indiana State Historic Preservation Officer provide written concurrence with the Section 106 determination of effect.

SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties)

This undertaking will not convert property from any Section 4(f) historic property to a transportation use; INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect"; therefore no Section 4(f) evaluation is required.

Shaun Miller

Shaun Miller, for FHWA
Acting Manager
INDOT Cultural Resources Office

3/8/16

Approved Date

Prescribed By State Board of Accounts
Des No. 0901730

DLZ INDIANA

(Governmental Unit)

Monroe County, Indiana

LINE COUNT

Display Matter (Must not exceed 2 actual
total more than four solid lines of the
advertisement is set) - number of e

Head - number of lines

Body - number of lines

Tail - number of lines

Total number of lines in notice:

COMPUTATION OF CHARGES:

77 lines 1 column(s) wide equals 77 e
.417 cents per line

Additional Charges for notices containi
of above amount)

Charge for extra proofs of publication (s
of two)

TOTAL AMOUNT OF CLAIM ...

DATA FOR COMPUTING COST

Width of single column in picas 9.4

Number of insertions 1

Pursuant to the provisions and penalti
just and correct, that the amount claimed
the same has been paid.

I also certify that the printed matter at
which was duly published in said paper

03/22/16

Additionally, the statement checked below is true and correct:

.....Newspaper does not have a Web site.

☒.....Newspaper has a Web site and this public notice was posted on the same day as it was published in
the newspaper.

.....Newspaper has a Web site, but due to technical problem or error, public notice was posted on

.....Newspaper has a Web site but refuses to post the public notice.

Date

3-22-16

Title

Public Notice Clerk

**Public Notice
(Des. No. 0901730)**

The City of Bloomington, Indiana,
is planning to undertake an inter-
section improvement project,
funded in part by the Federal
Highway Administration. The
project is for the reconstruction of
the Tapp Road and Rockport Road
intersection to improve opera-
tional efficiency and safety. The
project is located approximately
1.3 miles east of State Road 37 in
Sections 8 and 17 of Township 8
North, Range 1 West, Perry
Township, in the City of Bloom-
ington, Monroe County, Indiana.

The project will install a new sig-
nalized intersection to replace the
existing stop controlled intersec-
tion. The new signalized intersec-
tion is anticipated to improve
traffic operations. In addition, the
intersection

approaches/departures will be
re-graded to improve sight dis-
tance and safety. The project will
require acquisition of approxi-
mately 2.98 acres of land for per-
manent right-of-way and 0.58
acre of land for temporary
right-of-way. No relocations are
anticipated.

The proposed action doesn't im-
pact items listed on or eligible for
the National Register of Historic
Places (NR). The INDOT, on be-
half of the FHWA, has issued a
No Adverse Effect finding for the
project, due to the absence of ad-
verse impacts from the project on
NR eligible or NR listed historic
properties within the Area of Po-
tential Effects. In accordance with
the National Historic Preserva-
tion Act, the views of the public
are being sought regarding the ef-
fect of the proposed project on the
historic elements as per 36 CFR
800.2(d), 800.3(e) and 800.6(a)(4).
Pursuant to 36 CFR 800.6(a)(4),
the documentation specified in 36
CFR 800.11(e) is available for in-
spection in the City of Blooming-
ton Planning and Transportation
Department office located at 401
North Morton Street, Suite 130,
City Hall, Bloomington, Indiana
47402. This documentation serves
as the basis for the INDOT, on be-
half of the FHWA, No Adverse Ef-
fect finding. The views of the pub-
lic on this effect finding are being
sought. Please reply to the contact
listed below.

Please reply with any comments
to the contact listed within 30
days of publication of this notice.

Contact:
Thomas F. Molt, Environmental
Scientist

DLZ Indiana, LLC
157 E Maryland St
Indianapolis, IN 46204
Phone: 317.633.4120
Fax: 317.633.4177
Email: tmolt@dlz.com

hspaxlp

TO:

Herald-Times

PO Box 909 Bloomington, IN

CLAIM

77

\$ 32.11

\$ 32.11

point.

certify that the foregoing account is
all just credits, and that no part of

of the same column width and type size,
being as follows:

APPENDIX E

Red Flag Investigation Document



Categorical Exclusion Level 2 Documentation
INDOT Designation Number: 0901730
Tapp Road and Rockport Road Intersection Improvement
City of Bloomington, Monroe County, Indiana

Appendix E

Date: April 29, 2016

RED FLAG INVESTIGATION
DES #0901730
Intersection Improvement Project
Tapp Road and Rockport Road
Bloomington, Monroe County, Indiana

NARRATIVE

The project proposes to install a new signalized intersection to replace the existing stop controlled Tapp Road and Rockport Road Intersection. The new signalized intersection is anticipated to improve traffic operations. In addition, the intersection approaches/departures will be re-graded to improve sight distance and safety. The project is anticipated to require the acquisition of approximately 2.87 acres of land for permanent right-of-way and approximately 0.56 acre of land for temporary right-of-way.

The intersection is located approximately 1.3 miles east of State Road 37 in Sections 8 and 17 of Township 8 North, Range 1 West, Perry Township, in the City of Bloomington, Monroe County, Indiana. Project location maps and photographs of the intersection and surrounding area are included in the Categorical Exclusion Appendix B, Figures 1-4.

SUMMARY

Infrastructure			
Indicate the number of items of concern found within ½ mile, including an explanation why each item within the ½ mile radius will/will not impact the project. If there are no items, please indicate N/A:			
Religious Facilities	2	Recreational Facilities	3
Airports	0	Pipelines	0
Cemeteries	0	Railroads	2
Hospitals	0	Trails	16
Schools	2	Managed Lands	3

Two religious facilities are located within the half-mile Red Flag Survey radius. These two religious facilities are located within the study area. The Southern Hill Church of Christ is located along Country Club Drive in the northeast quadrant and the Jehovah's Witnesses Church is located in the southwest quadrant of the intersection. Further coordination with these two religious facilities will be required. Access to these two churches will be maintained throughout construction.

Two Monroe County Community School Corporation schools (MCCSC) are located within the half-mile Red Flag Investigation radius. These two schools are not located in the study area. While the temporary roadway closure and detour included in the traffic maintenance plan could cause minor travel delays, no other impacts are anticipated.

Three recreational facilities are located within the half-mile Red Flag Investigation radius. These recreational facilities are not located in proximity to the study area and are unlikely to impact or be impacted by the proposed project.

Two abandoned railroad facilities are located within the half-mile Red Flag Investigation radius. These facilities are not located in proximity to the study area and are unlikely to impact or be impacted by the proposed project.

Eleven existing and five planned trail segments are located within the half-mile Red Flag Survey radius. The planned Tapp Road/Country Club Drive urban trail segment is located within the study area. This trail segment will be constructed as a part of this project. The other fifteen trail segments are not located in proximity to the study area and are unlikely to impact or be directly impacted by the proposed project.

Three managed lands are located within the half-mile Red Flag Survey radius. The nearest managed land is Broadview Park which is located approximately 0.35 mile northeast of the project area. These three managed lands are not located in proximity to the study area and are unlikely to impact or be impacted by the proposed project.

Water Resources			
Indicate the number of items of concern found within ½ mile, including an explanation why each item within the ½ mile radius will/will not impact the project. If there are no items, please indicate N/A:			
NWI - Points	0	NWI - Wetlands	10
Karst Springs	0	IDEM 303d Listed Lakes	1
Canal Structures – Historic	0	Lakes	16
NWI - Lines	1	Floodplain - DFIRM	1
IDEM 303d Listed Rivers and Streams (Impaired)	0	Cave Entrance Density	0
Rivers and Streams	3	Sinkhole Areas	1
Canal Routes - Historic	0	Sinking-Stream Basins	0

One NWI wetland line is located within the half-mile Red Flag Survey radius. This feature is associated with an unnamed tributary of Clear Creek which is located approximately 0.4 mile west of the study area. This unnamed tributary of Clear Creek is not located in proximity to the study area and is unlikely to impact or be impacted by the proposed project.

Three stream features are located within the half-mile Red Flag Survey radius. The nearest stream feature is located approximately 250 feet west of the project limit. These stream features are not located in proximity to the study area and are unlikely to impact or be impacted by the proposed project.

Ten NWI Wetlands are located within the half-mile Red Flag Survey radius. The nearest NWI wetland feature is located approximately 250 feet west of the project limit. These wetland features are not located in proximity to the study area and are unlikely to impact or be impacted by the proposed project.

Clear Creek is located within the half-mile Red Flag Survey radius approximately 0.4 mile west of the study area. Clear Creek is listed as impaired with a Fish Consumption Advisory for PCBs. Clear Creek is not located in proximity to the study area and is unlikely to impact or be impacted by the proposed project.

Sixteen lakes are located within the half-mile Red Flag Survey radius. The nearest lake feature is located approximately 250 feet west of the project limit. These lake features are not located in proximity to the study area and are unlikely to impact or be impacted by the proposed project.

DFIRM mapping indicates that a floodplain exists within the half-mile Red Flag Survey radius. This project does not encroach upon a regulatory floodplain as determined from review of the information available on the IndianaMap Website (<http://inmap.indiana.edu/viewer.htm>). This project will not require IDNR formal approval for construction in a floodway, pursuant to the Flood Control Act (IC 14-28-1). Refer to the Indiana Department of Natural Resources early coordination response letter in the Categorical Exclusion Appendix C, pages 5-6.

One sinkhole area (Sinkhole Inventory 2011) is located within the half-mile Red Flag Survey radius. This sinkhole area is adjacent to the study area. A karst report was prepared for this project and the treatment recommendations for the karst features identified in the report will become firm environmental commitments for this project. Refer to the Categorical Exclusion Section J - Environmental Commitments 2 and 3.

Mining/Mineral Exploration

Indicate the number of items of concern found within ½ mile, including an explanation why each item within the ½ mile radius will/will not impact the project. If there are no items, please indicate N/A:

Petroleum Wells	0	Petroleum Fields	0
Mines – Surface	0	Mines – Underground	0

Based on a March 18, 2016 review of the information available on the IndianaMap Website (<http://inmap.indiana.edu/viewer.htm>), none of the above listed mining/mineral exploration items of concern are located within the half-mile Red Flag Survey radius.

Hazmat Concerns

Indicate the number of items of concern found within ½ mile, including an explanation why each item within the ½ mile radius will/will not impact the project. If there are no items, please indicate N/A:

Brownfield Sites	1	Restricted Waste Sites	0
Corrective Action Sites (RCRA)	0	Septage Waste Sites	0
Confined Feeding Operations	0	Solid Waste Landfills	0
Construction Demolition Waste	0	State Cleanup Sites	0
Industrial Waste Sites (RCRA Generators)	0	Tire Waste Sites	0
Infectious/Medical Waste Sites	0	Waste Transfer Stations	0

Lagoon/Surface Impoundments	0	RCRA Waste Treatment, Storage, and Disposal Sites (TSDs)	0
Leaking Underground Storage Tanks (LUSTs)	2	Underground Storage Tanks	2
Manufactured Gas Plant Sites	0	Voluntary Remediation Program	0
NPDES Facilities	0	Superfund	0
NPDES Pipe Locations	0	Institutional Control Sites	0
Open Dump Sites	0		

One Brownfield Site is located within the half-mile Red Flag Survey radius. This site is also listed as an UST site above. The site is identified as a former gas station located along Rogers Street south of Country Club Drive. This Brownfield site is not located in proximity to the study area and is unlikely to impact or be impacted by the proposed project.

Two Leaking Underground Storage Tanks (LUST) are located within the half-mile Red Flag Survey radius. The nearest LUST site is located along Rogers Street south of Country Club Drive approximately 0.4 mile east of the study area. The LUST sites are not located in proximity to the study area and are unlikely to impact or be impacted by the proposed project.

Two Underground Storage Tanks (UST) are located within the half-mile Red Flag Survey radius, one of which is also listed as a LUST site above. The nearest UST site is located along Rogers Street south of Country Club Drive approximately 0.4 mile east of the study area. These UST sites are not located in proximity to the study area and are unlikely to impact or be impacted by the proposed project.

No other Hazardous Material concerns are located within the half-mile Red Flag Survey radius.

Ecological Information

The Monroe County listing of the Indiana Natural Heritage Data Center information on endangered, threatened, or rare (ETR) species and high quality natural communities is attached. The Indiana Department of Natural Resources (IDNR) Division of Fish and Wildlife provided information from the Natural Heritage Data Center regarding threatened and endangered species and other sensitive resources within one mile of the study area. The IDNR noted that no plant or animal species listed as state or federally threatened, endangered or rare, have been reported to occur in the project vicinity. Refer to the attached IDNR early coordination response letter in the Categorical Exclusion Appendix C, pages 5-6.

The United States Fish and Wildlife Service (USFWS) early coordination letter dated April 11, 2016, noted that the project is within the range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (*Myotis septentrionalis*). The USFWS letter also noted that there is suitable summer habitat (and records) for the presence of both of these species throughout the area surrounding the project site. The USFWS letter further noted that the project will not eliminate enough habitat to affect these two species. Refer to the attached USFWS early coordination response letter in the Categorical Exclusion Appendix C, pages 15-16.

To avoid incidental take from removal of an occupied roost tree, the USFWS recommended that tree clearing be avoided during the period April 1 through September 20. The tree-clearing restriction will be a firm commitment for this project. Refer to the Categorical Exclusion Section J - Environmental Commitment 4. If this measure is implemented, the USFWS concurs that this project is not likely to adversely affect the Indiana bat of the northern long-eared bat.

The USFWS April 11, 2016 letter also noted that the project is within the karst area of Indiana. The letter recommended that karst features that are encountered should be investigated and mitigation measures developed as necessary, in accordance with the 1993 Memorandum of Understanding. A karst report (Hydrogeology, Inc., July 10, 2015) and a geotechnical evaluation (Earth Exploration, Inc., December 17, 2015) was prepared for this project. Refer to the Categorical Exclusion Appendix G, pages 1-6. The USFWS April 11, 2016 letter noted that the proposed karst treatments from the report appear to be appropriate. The karst feature treatment recommendations from the karst report will be firm commitments for this project. Refer to the Categorical Exclusion Section J - Environmental Commitments 2 and 3.

Cultural Resources

The Indiana Department of Transportation (INDOT), on behalf of the Federal Highway Administration (FHWA), issued a finding of "No Adverse Effect" for this project on March 8, 2016. Please see attached Categorical Exclusion Appendix D, page 39 for a copy of the finding. A public notice, requesting any comments on the project, the APE, and "No Adverse Effect" finding issued for this project was published in the *Herald Times* (Bloomington) on March 22, 2016, with the end of the comment period as Wednesday, April 20, 2016. Please see attached Categorical Exclusion Appendix D, page 40 for a copy of the affidavit. No additional comments were received. On March 29, 2016, the Indiana Department of Natural Resources Division of Historic Preservation and Archaeology concurred with the finding.

RECOMMENDATIONS

Multiple Red Flag items are located within the half-mile Red Flag Survey radius.

INFRASTRUCTURE:

Two religious facilities are located within the half-mile Red Flag Survey radius. These facilities are located within the study area and further coordination with the administrators of these two religious facilities will be required. Access to these two churches will be maintained throughout construction.

Two MCCSC schools are located within the half-mile Red Flag Survey radius. These two MCCSC facilities are not located within or adjacent to the study area. While the temporary roadway closure and detour included in the traffic maintenance plan could cause minor travel delays, no other impacts are anticipated. These delays will be temporary (during construction). The duration of the road closure is currently unknown; however, the public will be informed of any and all detours or lane restrictions through the use of public media outlets and the following INDOT Traffic Wise web site: <http://indot.carsprogram.org>.

Eleven existing and five planned trails are located within the half-mile Red Flag Survey radius. The planned Tapp Road/Country Club Drive urban trail segment is located within the study area. Coordination efforts with local officials regarding the trail segment's design are ongoing. The other fifteen trail segments are not located in proximity to the study area and no further investigation is recommended.



WATER RESOURCES:

One sinkhole area is located within the half-mile Red Flag Survey radius. For this project, the treatment recommendations from the Karst Report will be firm environmental commitments. Refer to the Categorical Exclusion Section J - Environmental Commitments 2 and 3.

According to the Indiana Department of Environmental Management the project area is not located in a Wellhead Protection Area. Refer to the Categorical Exclusion Appendix B, page 5.

ECOLOGICAL INFORMATION:

Regarding ecological information, species of concern are located within the half-mile Red Flag Survey radius. The USFWS stated that tree clearing must be avoided during the period April 1 through September 20. The tree-clearing restriction will be a firm commitment for this project. Refer to the Categorical Exclusion Section J - Environmental Commitment 4.

CULTURAL RESOURCES:

INDOT, on behalf of the FHWA, issued a finding of "No Historic Properties Affected" for this project on March 8, 2016. Please see attached Categorical Exclusion Appendix D, page 39 for a copy of the finding.

INDOT Environmental Services concurrence: _____(Signature)

Prepared by:
Thomas F. Molt,
Environmental Scientist
DLZ Indiana, LLC

Graphics:

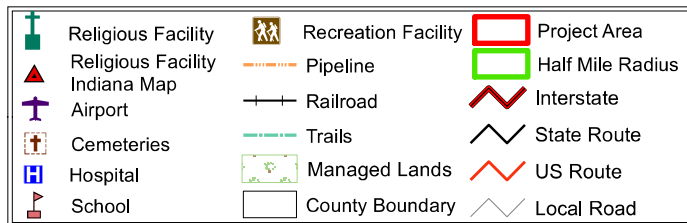
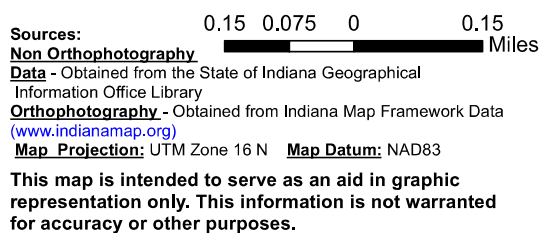
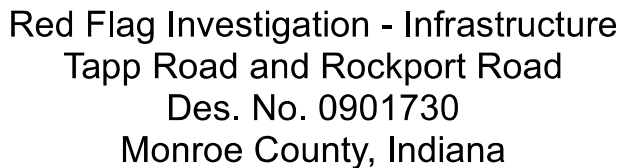
GENERAL SITE MAP SHOWING PROJECT AREA: YES

INFRASTRUCTURE: YES

WATER RESOURCES: YES

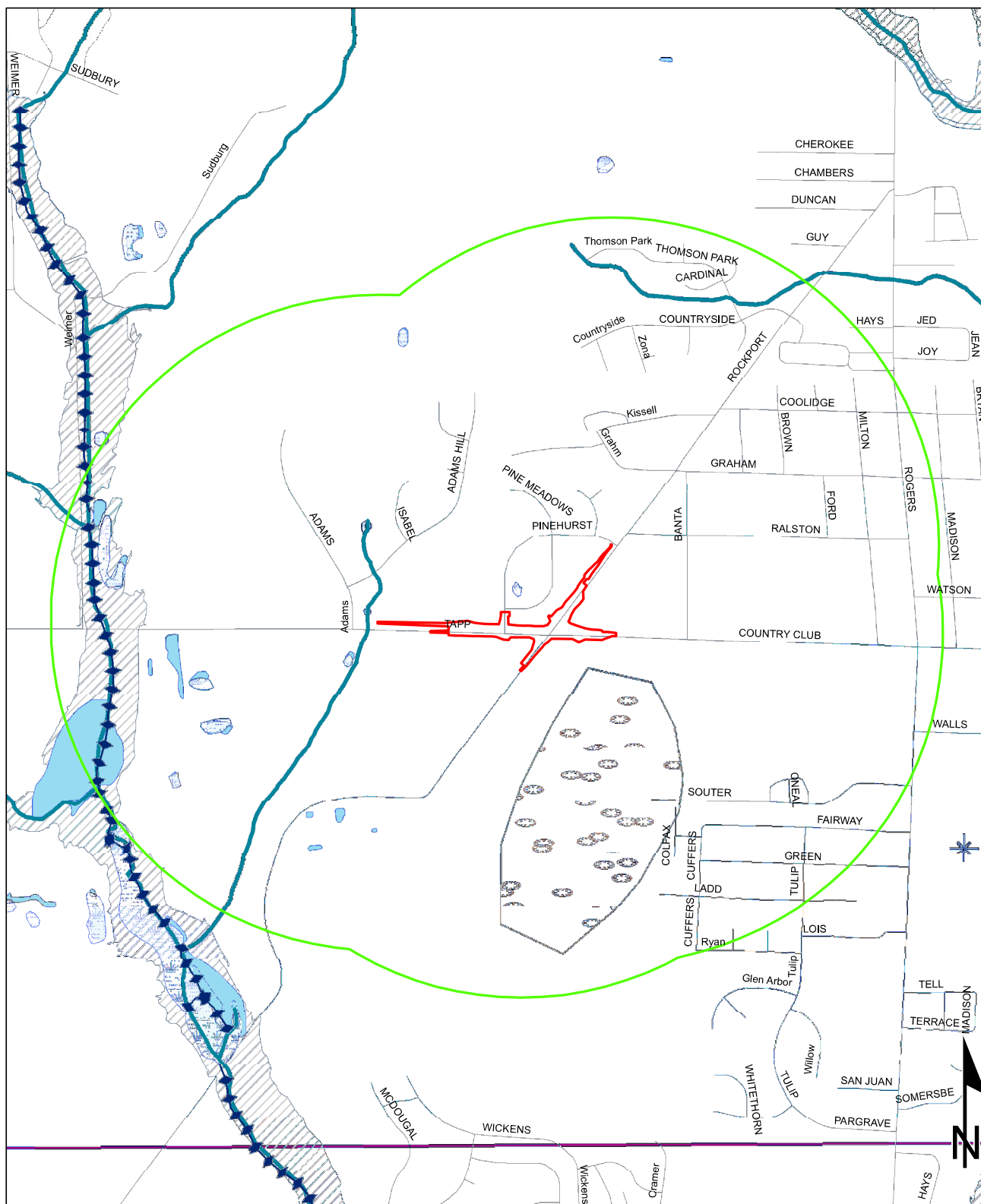
MINING/MINERAL EXPLORATION: N/A

HAZMAT CONCERNS: YES



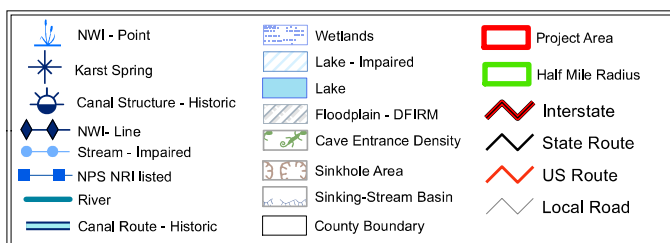


Red Flag Investigation - Water Resources
Tapp Road and Rockport Road
Des. No. 0901730
Monroe County, Indiana



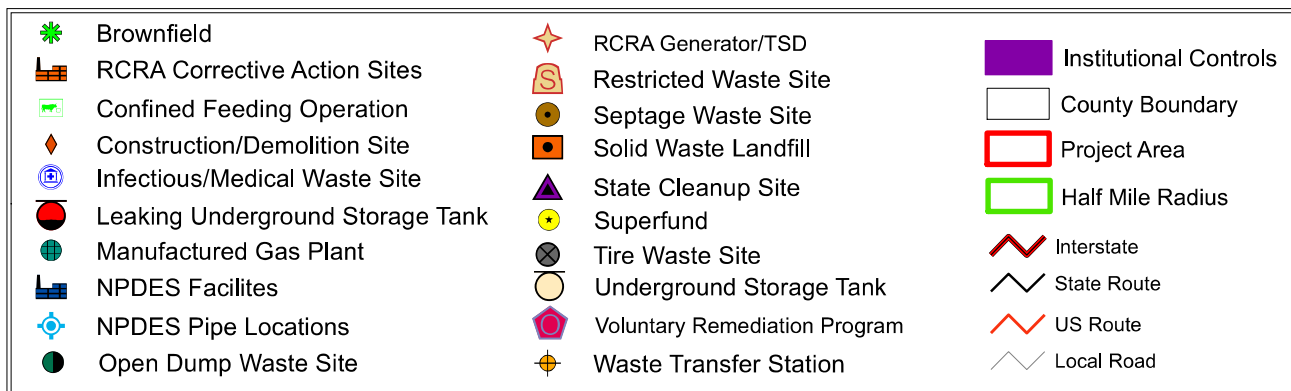
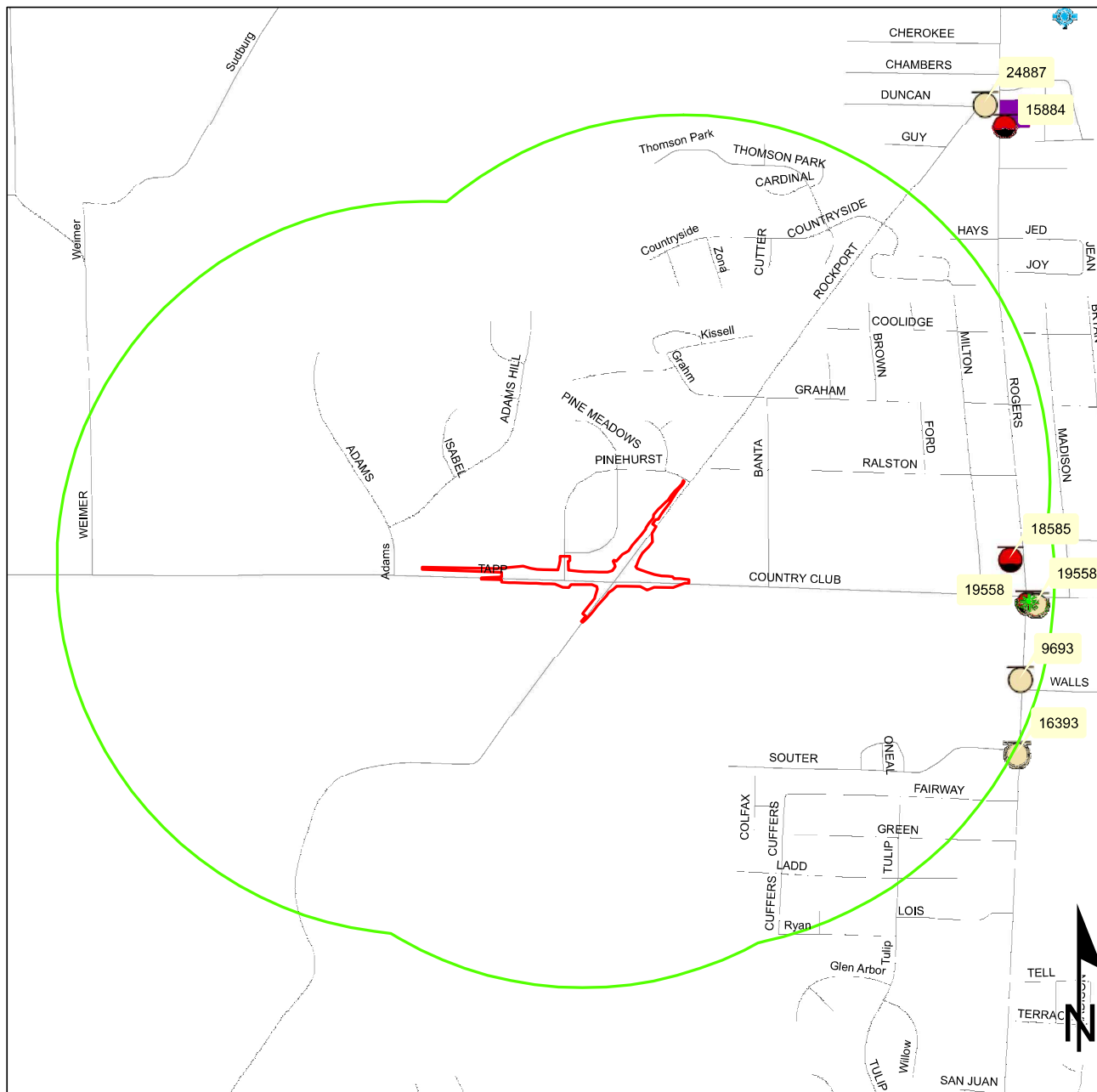
Sources:
Non Orthophotography
Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N Map Datum: NAD83

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.





Red Flag Investigation - Hazardous Materials
Tapp Road and Rockport Road
Des. No. 0901730
Monroe County, Indiana



0.15 0.075 0 0.15
Miles

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

Sources:
Non Orthophotography
Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N Map Datum: NAD83

Indiana County Endangered, Threatened and Rare Species List

County: Monroe

Species Name	Common Name	FED	STATE	GRANK	SRANK
Diplopoda					
Conotyia bollmani	Bollman's Cave Milliped		WL	G5	S4
Crustacean: Malacostraca, Amphipods					
Crangonyx packardii	Packard's Cave Amphipod		WL	G4	S3
Crustacean: Malacostraca, Crayfish					
Orconectes inermis testii	Troglobitic Crayfish		SR	G5T3	S3
Crustacean: Malacostraca, Isopods					
Caecidotea jordani	Jordan's groundwater isopod		SE	G2G3	S1
Crustacean: Ostracoda					
Pseudocandona jeanneli	Jeannel's Cave Ostracod		SE	G2	S1
Sagittocythere barri	Barr's Commensal Cave Ostracod		WL	G5	S3S4
Mollusk: Bivalvia (Mussels)					
Cyprogenia stegaria	Eastern Fanshell Pearlymussel	LE	SE	G1Q	S1
Epioblasma torulosa torulosa	Tubercled Blossom	LE	SE	G2TX	SX
Fusconaia subrotunda	Longsolid		SE	G3	SX
Obovaria subrotunda	Round Hickorynut		SE	G4	S1
Pleurobema clava	Clubshell	LE	SE	G1G2	S1
Quadrula cylindrica cylindrica	Rabbitsfoot	LT	SE	G3G4T3	S1
Villosa lienosa	Little Spectaclecase		SSC	G5	S3
Mollusk: Gastropoda					
Fontigens cryptica	Hidden Springs Snail		SE	G1	S1
Punctum minutissimum	Small Spot			G5	S2
Ellipluran: Collembola					
Hypogastrura gibbosus	Humped Springtail		WL	GNR	SNR
Isotoma anglicana	A Springtail		WL	GNR	SNR
Pseudosinella argentea	A Springtail		SE	GNR	S1
Pseudosinella collina	Hilly Springtail		SR	GNR	S2?
Pseudosinella fonsa	Fountain Cave Springtail		ST	G3G4	S2
Sinella alata	Springtail		WL	G5	S4
Insect: Coleoptera (Beetles)					
Aleochara lucifuga	Rove beetle		WL	GNR	S4
Atheta annexa	Rove beetle		WL	G4	S4
Nicrophorus americanus	American Burying Beetle	LE	SX	G2G3	SX
Pseudanophthalmus shilohensis mayfieldensis	Monroe cave ground beetle		SE	G1G2T1T2	S1S2
Pseudanophthalmus striticollis	Marengo Cave Ground Beetle			G4	S3
Insect: Lepidoptera (Butterfly)					
Celastrina nigra	Sooty Azure		ST	G4	S2
Insect: Odonata (Dragonflies)					
Aeshna mutata	Spatterdock Darner		ST	G4	S1S2

Indiana Natural Heritage Data Center
Division of Nature Preserves
Indiana Department of Natural Resources
This data is not the result of comprehensive county surveys.

Fed: LE = Endangered; LT = Threatened; C = candidate; PDL = proposed for delisting
State: SE = state endangered; ST = state threatened; SR = state rare; SSC = state species of special concern; SX = state extirpated; SG = state significant; WL = watch list
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SRANK: State Heritage Rank: S1 = critically imperiled in state; S2 = imperiled in state; S3 = rare or uncommon in state; G4 = widespread and abundant in state but with long term concern; SG = state significant; SH = historical in state; SX = state extirpated; B = breeding status; S? = unranked; SNR = unranked; SNA = nonbreeding status unranked

Indiana County Endangered, Threatened and Rare Species List

County: Monroe

Species Name	Common Name	FED	STATE	GRANK	SRANK
Insect: Tricoptera (Caddisflies)					
Agapetus gelbae	An Agapetus Caddisfly		ST	G3	S2
Diplectrona metaqui	A Diplectronan Caddisfly		ST	G4G5	S2
Goera stylata	A Northern Casemaker Caddisfly		SE	G5	S1
Homoplectra doringa	A Homoplectran Caddisfly		SE	G5	S1
Arachnida					
Dolomedes scriptus	Lined Nursery Web Spider			GNR	S1?
Nesticus carteri	Carter's Cave Spider			GNR	S1
Fish					
Amblyopsis spelaea	Northern Cavefish		SE	G3G4	S1
Amphibian					
Acris blanchardi	Northern Cricket Frog		SSC	G5	S4
Hemidactylium scutatum	Four-toed Salamander		SSC	G5	S2
Lithobates areolatus circulosus	Northern Crawfish Frog		SE	G4T4	S2
Reptile					
Clonophis kirtlandii	Kirtland's Snake		SE	G2	S2
Crotalus horridus	Timber Rattlesnake		SE	G4	S2
Opheodrys aestivus	Rough Green Snake		SSC	G5	S3
Terrapene carolina carolina	Eastern Box Turtle		SSC	G5T5	S3
Thamnophis proximus proximus	Western Ribbon Snake		SSC	G5T5	S3
Bird					
Accipiter striatus	Sharp-shinned Hawk	No Status	SSC	G5	S2B
Aimophila aestivalis	Bachman's Sparrow			G3	SXB
Ardea alba	Great Egret		SSC	G5	S1B
Bartramia longicauda	Upland Sandpiper		SE	G5	S3B
Buteo lineatus	Red-shouldered Hawk		SSC	G5	S3
Buteo platypterus	Broad-winged Hawk		SSC	G5	S3B
Coragyps atratus	Black Vulture			G5	S1N,S2B
Dendroica cerulea	Cerulean Warbler		SE	G4	S3B
Dendroica virens	Black-throated Green Warbler			G5	S2B
Haliaeetus leucocephalus	Bald Eagle		SSC	G5	S2
Helmitheros vermivorus	Worm-eating Warbler		SSC	G5	S3B
Ixobrychus exilis	Least Bittern		SE	G5	S3B
Mniotilta varia	Black-and-white Warbler		SSC	G5	S1S2B
Wilsonia citrina	Hooded Warbler		SSC	G5	S3B
Mammal					
Lasiurus borealis	Eastern Red Bat		SSC	G5	S4
Lasiurus cinereus	Hoary Bat		SSC	G5	S4
Mustela nivalis	Least Weasel		SSC	G5	S2?

Indiana Natural Heritage Data Center
Division of Nature Preserves
Indiana Department of Natural Resources
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Indiana County Endangered, Threatened and Rare Species List

County: Monroe

Species Name	Common Name	FED	STATE	GRANK	SRANK
Myotis lucifugus	Little Brown Bat		SSC	G3	S2
Myotis septentrionalis	Northern Myotis		SSC	G1G3	S2S3
Myotis sodalis	Indiana Bat or Social Myotis	LE	SE	G2	S1
Neotoma magister	Eastern Woodrat		SE	G3G4	S2
Perimyotis subflavus	Eastern Pipistrelle		SSC	G3	S2S3
Taxidea taxus	American Badger		SSC	G5	S2
Vascular Plant					
Acalypha deamii	Mercury		SR	G4?	S2
Armoracia aquatica	Lake Cress		SE	G4?	S1
Castanea dentata	American Chestnut		WL	G4	S3
Catalpa speciosa	Northern Catalpa		SR	G4?	S2
Cypripedium calceolus var. pubescens	Large Yellow Lady's-slipper		WL	G5T5	S3
Epigaea repens	Trailing Arbutus		WL	G5	S3
Hydrastis canadensis	Golden Seal		WL	G4	S3
Juglans cinerea	Butternut		WL	G4	S3
Linum striatum	Ridged Yellow Flax		WL	G5	S3
Lithospermum incisum	Narrow-leaved Puccoon		SE	G5	S1
Malaxis unifolia	Green Adder's-mouth		SE	G5	S1
Oryzopsis racemosa	Black-fruit Mountain-ricegrass		SR	G5	S2
Oxalis illinoensis	Illinois Woodsorrel		WL	G4Q	S2
Panax quinquefolius	American Ginseng		WL	G3G4	S3
Potamogeton pusillus	Slender Pondweed		WL	G5	S2
Rubus centralis	Illinois Blackberry		SE	G2?Q	S1
Zannichellia palustris	Horned Pondweed		SR	G5	S2
Zizia aptera	Golden Alexanders		SR	G5	S2
High Quality Natural Community					
Forest - floodplain mesic	Mesic Floodplain Forest		SG	G3?	S1
Forest - upland dry	Dry Upland Forest		SG	G4	S4
Forest - upland dry-mesic	Dry-mesic Upland Forest		SG	G4	S4
Forest - upland mesic	Mesic Upland Forest		SG	G3?	S3
Primary - cave aquatic	Aquatic Cave		SG	GNR	SNR
Primary - cliff limestone	Limestone Cliff		SG	GU	S1
Other Significant Element					
Geomorphic - Nonglacial Erosional Feature - Water Fall and Cascade	Water Fall and Cascade			GNR	SNR

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Indiana Department of Natural Resources
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**United States Department of the Interior
National Park Service
Land & Water Conservation Fund**

Detailed Listing of Grants Grouped by County

Today's Date: 5/3/2016

INDIANA - 18

Page: 23

Grant ID & Element	Type	Grant Element Title	Grant Sponsor	Amount	Status	Date Approved	Exp. Date	Cong. District
MONROE								
26 - XXX	D	SOUTH FAIRFAX BEACH	DEPT. OF NATURAL RESOURCES	\$79,244.50	C	12/30/1967	12/16/1969	8
33 - XXX	D	PAYNETOWN BEACH	DEPT. OF NATURAL RESOURCES	\$63,224.94	C	12/30/1967	10/31/1969	8
39 - XXX	D	SEWAGE TREATMENT SYSTEM	DEPT. OF NATURAL RESOURCES	\$261,172.87	C	5/15/1968	12/5/1969	8
84 - XXX	D	MONROE RESERVOIR SAILBOAT HARBOR	DEPT. OF NATURAL RESOURCES	\$65,579.00	C	5/29/1970	12/31/1973	8
129 - XXX	D	COUNTY FARM PARK - Expired Lease	MONROE COUNTY PARK BOARD	\$45,280.00	C	12/15/1972	6/30/1975	7
157 - XXX	C	SOUTHEAST PARK	BLOOMINGTON PARK BOARD	\$32,900.00	C	5/31/1974	12/31/1976	8
158 - XXX	D	CRESTMONT PARK	BLOOMINGTON PARK BOARD	\$17,657.00	C	5/31/1974	12/31/1976	8
160 - XXX	D	PARK SQUARE PARK	BLOOMINGTON PARK BOARD	\$9,011.50	C	6/12/1974	12/31/1976	7
190 - A	A	MASTER - BLOOMINGTON PARK IMPROVEMENTS	BLOOMINGTON PARK BOARD	\$4,250.00	C	4/15/1975	12/31/1978	8
190 - B	A	MASTER - BLOOMINGTON PARK IMPROVEMENTS	BLOOMINGTON PARK BOARD	\$20,500.00	C	4/15/1975	12/31/1978	8
190 - C	A	MASTER - BLOOMINGTON PARK IMPROVEMENTS	BLOOMINGTON PARK BOARD	\$5,000.00	C	4/15/1975	12/31/1978	8
190 - D	C	MASTER-BLOOMINGTON PK IMPR	BLOOMINGTON PARK BOARD	\$170,250.00	C	4/15/1975	12/31/1978	8
232 - XXX	D	ALLENS CREEK PRIMITIVE CAMPGROUND	DEPT. OF NATURAL RESOURCES	\$20,100.00	C	12/16/1975	12/31/1977	8
423 - XXX	R	BRYAN PARK POOL RENOVATION	BLOOMINGTON PARK BOARD	\$45,046.80	C	3/8/1984	6/30/1989	8
487 - XXX	C	D/THOMSON COMMUNITY PARK	BLOOMINGTON PARK BOARD	\$75,000.00	C	9/22/1992	6/30/1997	8
490 - XXX	C	D/JACKSON CREEK PARK	MONROE COUNTY PARK BOARD	\$52,500.00	C	5/11/1993	6/30/1998	8
504 - XXX	C	D/THOMSON COMMUNITY PARK - PHASE II	BLOOMINGTON PARK BOARD	\$147,000.00	C	7/18/1994	12/31/2000	8
509 - XXX	C	D/THOMSON PARK - PHASE III	BLOOMINGTON PARK BOARD	\$110,381.00	C	2/28/1995	12/31/2000	8
572 - XXX	C	WILL DETMER PARK	MONROE COUNTY PARK BOARD	\$200,000.00	C	5/24/2011	12/31/2015	0

HAZARDOUS MATERIALS SITE VISIT FORM

Date: April 8, 2016
Des #s 0901730 Project # _____
Road # Tapp Rd., Country Club Rd., Rockport Rd. Type of Road Project Intersection Improvement
Description of area (either general location or exact location of parcel) The intersection is located approximately 1.3 miles east of State Road 37 in Sections 8 and 17 of Township 8 North, Range 1 West, Perry Township, in the City of Bloomington, Monroe County, Indiana..
Person completing this Field Check Tom Molt, Environmental Scientist, DLZ Indiana LLC

1. **Has a Red Flag Investigation been completed?** ☒ Yes ☐ No

Notes: Based on visual evidence and historic use of the project area, no further investigation is recommended.

2. **Right-of-Way Requirements:**

☐ No New ROW ☒ Strip ROW ☐ Minor Take ☐ Whole Parcel Take ☐ Information Not Available

Notes:

3. **Land Use History and Development:** (Industrial, Light Industry, Commercial, Agricultural, Residential, Other – also, indicate source of data: visual inspection, aerial photos, U.S.G.S. topo maps, etc.)

Setting (rural or urban): urban (suburban)

Current Land Uses: commercial, institutional and residential

Previous Land Uses: agricultural, commercial and residential

Adjacent Land Uses: commercial and residential

Describe any structures on the property: none

4. Visual Inspection:	Property	Adjoining Property		Property	Adjoining Property
Storage Structures:			Evidence of Contamination:		
Underground Tanks	<u>None</u>	<u>None</u>	Junkyard	<u>None</u>	<u>None</u>
Surface Tanks	<u>None</u>	<u>None</u>	Auto Graveyard	<u>None</u>	<u>None</u>
Transformers	<u>None</u>	<u>None</u>	Surface Staining	<u>None</u>	<u>None</u>
Sumps	<u>None</u>	<u>None</u>	Oil Sheen	<u>None</u>	<u>None</u>
Ponds/Lagoons	<u>None</u>	<u>None</u>	Odors	<u>None</u>	<u>None</u>
Drums	<u>None</u>	<u>None</u>	Vegetation Damage	<u>None</u>	<u>None</u>
Basins	<u>None</u>	<u>None</u>	Dumps	<u>None</u>	<u>None</u>
Landfills	<u>None</u>	<u>None</u>	Fill Dirt Evidence	<u>None</u>	<u>None</u>
Other	<u>None</u>	<u>None</u>	Vent pipes or fill pipes	<u>None</u>	<u>None</u>
			Other	<u>None</u>	<u>None</u>

5. **Is a Phase I, Initial Site Assessment required?** ☐ Yes ☒ No
(Write additional notes on back)

APPENDIX F

Public Involvement



Categorical Exclusion Level 2 Documentation
INDOT Designation Number: 0901730
Tapp Road and Rockport Road Intersection Improvement
City of Bloomington, Monroe County, Indiana

Appendix F

Please note that the Publisher's Affidavit from the Section 106 Public Notice is omitted from this section. Please see Appendix D, page 46 for a copy of the affidavit.

March 26, 2010

NOTICE OF SURVEY

Joseph L & Rachel McNary Loop
S 3035 Rockport Rd
Bloomington, IN 47403

Parcel Number: 53-08-17-200-007.000-008

**RE: Tapp Road – Rockport Road Roundabout, City of Bloomington, IN
DES #0901730**

Dear Property Owner:

Our firm has been retained by the City of Bloomington to prepare a survey for the design of a roundabout at the intersection of Tapp Road at Rockport Road.

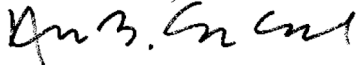
Our information indicates that you either own or occupy property near the roundabout project site. Our employees will be conducting a survey of the project area in the near future. It may be necessary for them to come onto your property to complete this work. This is allowed by law per Indiana Code IC 8-23-7-26. They will present their identification to you, if you are available, before doing any necessary work on your property. If you have sold this property, or it is occupied by someone else, please let us know the name and address of the new owner or current occupant so we may contact them about this project and the related survey.

At this stage we generally do not know what effect, if any, this project may eventually have on your property. If it is determined later that your property is involved, the City of Bloomington Engineering Department will contact you with additional information.

The survey work will include mapping the location of features such as buildings, trees, fences, drives, and obtaining ground elevations. The survey is needed for the proper analysis of existing conditions. This analysis is to be used for the development of possible improvement recommendations, which will be included in this roundabout project. Please be assured of our sincere desire to cause you as little inconvenience as possible during the course of our work. If any problems do occur or if you have questions specific to the survey, please contact our field crew or myself at the location below. If you have questions regarding the project please contact Bloomington City Engineer Adrian Reid at 812 349-3417.

Very truly yours,

DLZ INDIANA, LLC



Alan B. Cleveland, LS
Consultant Project Surveyor

APPENDIX G

Air Quality Documentation



Categorical Exclusion Level 2 Documentation
INDOT Designation Number: 0901730
Tapp Road and Rockport Road Intersection Improvement
City of Bloomington, Monroe County, Indiana

Appendix G

State Preservation and Local Initiated Projects FY 2016 - 2019

SPONSOR	DES	SLIP	ROUTE	WORK TYPE

Page 437 of 725
Report Created: 4/29/2016 1:14:47PM

Indiana Department of Transportation (INDOT)

State Preservation and Local Initiated Projects FY 2016 - 2019

SPONSOR	DES	STIP NAME	ROUTE	WORK TYPE	LOCATION	DISTRICT	MILES	FEDERAL CATEGORY	Estimated Cost left to Complete Project*	PROGRAM	PHASE	FEDERAL	MATCH	2016	2017	2018	2019
Bloomington	0901730	M 22	ST 1029	Intersection Improvement, Roundabout	Trap and Rockport Intersection Improvement	Seymour	.25	STIP	\$750,000.00	Bloomington MPO - PYB	RW	-\$171,000.00	\$0.00	(\$600,000.00)	\$429,000.00		

Comments: Money needed for ROW in FY2017

Monroe County	1382121	Int.	VA	Bridge Inspections	Countywide Bridge Inspection and Inventory Program for Cycle Years 2014-2017	Seymour	0	STP		Local Bridge Program	PE	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00
			VAR1														
										Local Bridge Program	CN	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00
										100% Local Funds	PE	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00
Bloomington	1297060	M 05	VA 1033	Other Intersection Improvement	Intersection of Old SR 37 & North Dunn St & East-South approaches	Seymour	0	STP		100% Local Funds	RW	\$0.00	\$25,000.00	\$25,000.00			
										Bloomington MPO	RW	\$100,000.00	\$0.00	\$100,000.00			
										Bloomington MPO - PYB	CN	\$1,524,813.00	\$0.00	\$1,524,813.00			
										Bloomington MPO	CN	\$171,658.00	\$0.00	\$171,658.00			
										100% Local Funds	CN	\$0.00	\$222,970.00	\$222,970.00			

Comments: BATS FY 16-19 TIP in cooperated into STIP 2016-2019 by reference July 1, 2016 for CN in 2016.

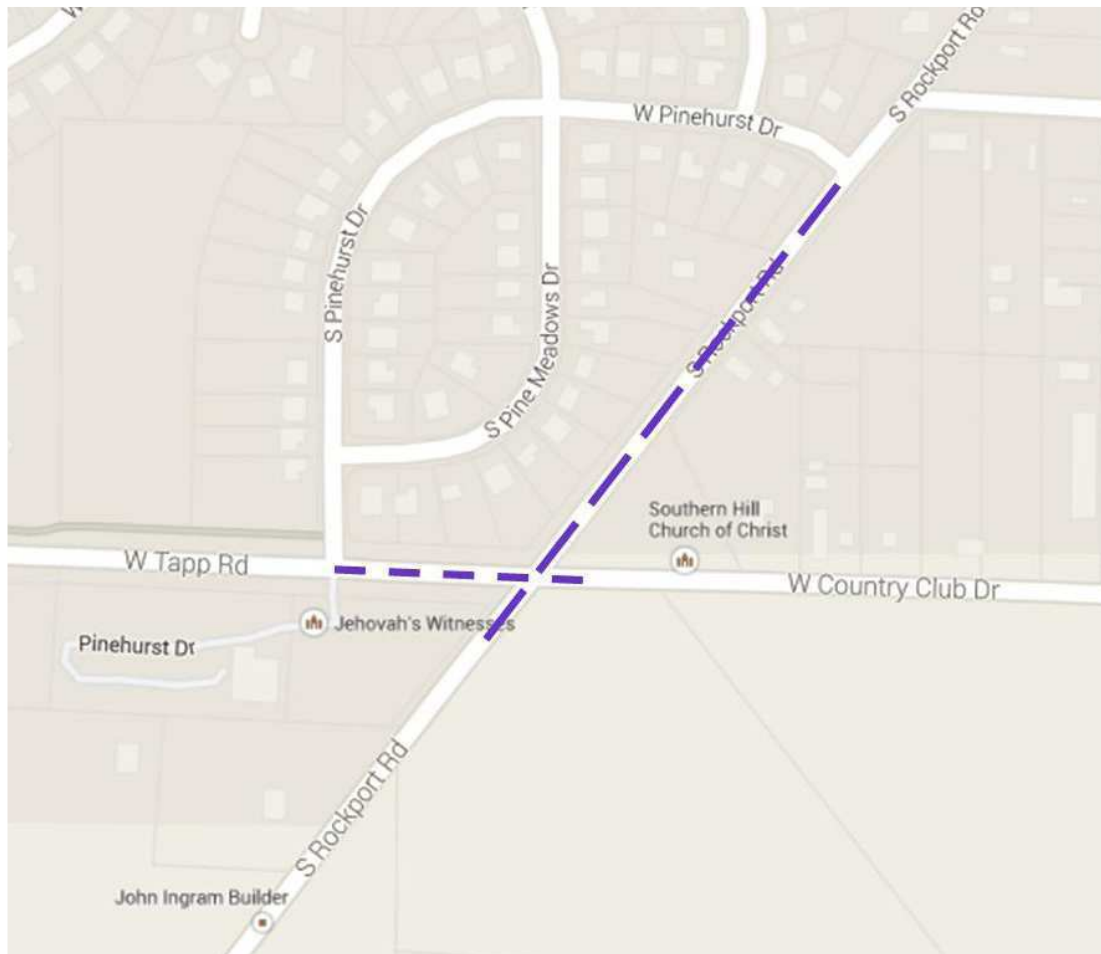
Bloomington Public Transportation Corp	1382502	Int.	MS	Transit Purchase Vehicles	Purchase BT Access Vehicles	Seymour	0	Transit		Transit	PE	\$88,816.00	\$0.00	\$88,816.00			
			TRST							100% Local Funds	PE	\$0.00	\$22,204.00	\$22,204.00			
Bloomington Public Transportation Corp	1382506	Int.	MS	Transit Operating	Bloomington Transit operational assistance	Seymour	0	Transit		Transit	PE	\$4,815,930.00	\$0.00	\$4,815,930.00			
			TRST							100% Local Funds	PE	\$0.00	\$3,522,843.00	\$3,522,843.00			
Bloomington Public Transportation Corp	1382505	Int.	MS	Transit Preventative Maintenance	Capitalize purchase of engine/transmission rebuilds & tires for BT fixed fl vehl	Seymour	0	Transit		Transit	PE	\$112,486.00	\$0.00	\$112,486.00			
			TRST							100% Local Funds	PE	\$0.00	\$28,122.00	\$28,122.00			
Bloomington Public Transportation Corp	1382499	Int.	MS	Transit Purchase Vehicles	Purchase 40 foot buses	Seymour	0	Transit		Transit	PE	\$1,081,600.00	\$0.00	\$1,081,600.00			
			TRST							100% Local Funds	PE	\$0.00	\$270,400.00	\$270,400.00			

TAPP RD & ROCKPORT RD DES# 0901730

LETTING DATE: AUGUST 9, 2017

Project Description: Intersection improvements to correct a skew, improve sight distance & geometry and add bicycle and pedestrian facilities.

Project Phase	Fiscal Year	Federal Source	Federal Funding	Local Match	Total
RW	2017	STP _{PYB}	\$429,000	\$321,000	\$750,000
CN	2018	STP	\$2,583,642	\$645,911	\$3,229,553
Totals			\$3,012,642	\$966,911	\$3,979,553



Indiana Department of Transportation (INDOT)

State Preservation and Local Initiated Projects FY 2014 - 2017

SPONSOR	DES	STP NAME	WORK TYPE	LOCATION	DISTRICT	MILES	FEDERAL CATEGORY	Estimated Cost left to Complete Project*	PROGRAM	PHASE	FEDERAL	MATCH	2014	2015	2016	2017
Bloomington	1382429	Int.	ST 1001	Bluff/Pedestrian Facilities	Henderson St. to Walnut St.	Seymour	0.0 On Federal Aid		Bloomington MPO	PE	\$64,000.00	\$0.00		\$64,000.00		
Bloomington	1382567	M 04	PR 69	Environmental Mitigation	Victor Pike, East side of Victor Pike, N of Tramway Rd., S of Dilman Rd.	Seymour	0 Interstate		Major New - ROW	ROW	\$0.00	\$0.00	\$0.00			
Indiana Department of Transportation	1382578	M 04	PR 69	Environmental Mitigation	Macedonia On Lewison Rd and N. Bottom Rd. N of Wylie Rd	Seymour	0 Interstate		Major New - ROW	ROW	\$0.00	\$0.00	\$0.00			
Comments: The original STP approval for this Des. No. was under origin Des. No. 1297885.																
Indiana Department of Transportation	1382579	M 04	PR 69	Environmental Mitigation	Wylie, On Wylie Rd, west side of SR37, approx 1.1 m N of Walnut Interchange	Seymour	0 Interstate		Major New - ROW	ROW	\$0.00	\$0.00	\$0.00			
Comments: This is an I-69 Section Mitigation Contract which costs were included under origin Des. No. 1297885 in Amendment #12-51 approved on 5-1-2013 for PE and ROW in years 2013, 2014 and 2015 and CN in years 2014 and 2015.																
Indiana Department of Transportation	1382579	M 04	PR 69	Environmental Mitigation	Wylie, On Wylie Rd, west side of SR37, approx 1.1 m N of Walnut Interchange	Seymour	0 Interstate		Major New - ROW	ROW	\$0.00	\$0.00	\$0.00			
Comments: This is an I-69 Section 5 Mitigation Contract which costs were included in Amendment #12-51 approved on 5-1-2013 for PE and ROW in years 2013, 2014 and 2015 and CN in years 2014 and 2015.																
Indiana Department of Transportation	1382579	M 04	PR 69	Environmental Mitigation	Wylie, On Wylie Rd, west side of SR37, approx 1.1 m N of Walnut Interchange	Seymour	0 Interstate		Major New - ROW	ROW	\$0.00	\$0.00	\$0.00			
Comments: This is an I-69 Section 5 Mitigation Contract which costs were included in Amendment #12-51 approved on 5-1-2013 for PE and ROW in years 2013, 2014 and 2015 and CN in years 2014 and 2015.																
Bloomington	0901730	M 09	ST 1029	Intersection Improvement, Roundabout	Trapp and Rockport Intersection	Seymour	.25 On Federal Aid		100% Local Funds	ROW	\$0.00	\$0.00		(\$150,000.00)	\$150,000.00	
Comments: Modification to 2014-2017 STIP. Move ROW from FY2015 to FY2016. Adoption Resolution FY2015-02 amended November 7, 2014 Bloomington MPO.																
Bloomington	0901730	Int.	ST 1029	Intersection Improvement, Roundabout	Trapp and Rockport Intersection	Seymour	.25 On Federal Aid		100% Local Funds	ROW	\$0.00	\$150,000.00		\$150,000.00		
Bloomington	0901730	Int.	ST 1029	Intersection Improvement, Roundabout	Trapp and Rockport Intersection	Seymour	.25 On Federal Aid		100% Local Funds	PE	\$0.00	\$64,768.00		\$64,768.00		
Bloomington	0901730	Int.	ST 1029	Intersection Improvement, Roundabout	Trapp and Rockport Intersection	Seymour	.25 On Federal Aid		100% Local Funds	ROW	\$0.00	\$0.00		\$600,000.00		
Bloomington	0901730	Int.	ST 1029	Intersection Improvement, Roundabout	Trapp and Rockport Intersection	Seymour	.25 On Federal Aid		100% Local Funds	CN	\$0.00	\$660,000.00				\$660,000.00

* Estimated Costs left to Complete Project column is for costs that may extend beyond the four years of a STIP. This column is not fiscally constrained and is for information purposes.

Indiana Department of Transportation (INDOT)

State Preservation and Local Initiated Projects FY 2014 - 2017

SPONSOR	DES	STIP NAME	ROUTE	WORK TYPE	LOCATION	DISTRICT	MILES	FEDERAL CATEGORY	Estimated Cost left to Complete Project*	PROGRAM	PHASE	FEDERAL	MATCH	2014	2015	2016	2017
Bloomington	0901730	Int.	ST 1029	Intersection Improvement, Roundabout	Trap and Rockport Intersection Improvement	Seymour	.25	On Federal Aid		Bloomington MPO	CN	\$2,640,000.00	\$0.00				\$2,640,000.00

County List: All Regulated Criteria Pollutants										
County Name	Area	Pollutant	Date Designated Nonattainment	Effective Date of Nonattainment Designation	Nonattainment Classification Type (if applicable)	State Implementation Plan Due (if applicable)	Attainment Date (5 Yrs. from Effective Date of Designation) (if applicable)	Date Reclassified to Attainment w/Maintenance Plan (if applicable)	Date Maintenance Plan is to be Revised (8 Yrs. after being Redesignated) (if applicable)	Notes
Marion	Entire County	1-Hour Ozone	3/3/1978 11/15/1990	1/6/1992	Marginal	1/6/1995	1/6/1997	11/30/1994		The 1-hour ozone standard was revoked effective June 15, 2005. An updated maintenance plan was never done for this county since the 1-hour standard was replaced by the 8-hour standard.
Marion	Entire County	8-Hour Ozone (1997)	4/15/2004	6/15/2004	Basic	6/15/2007	6/15/2009	10/19/2007		The 1997 8-hour ozone standard was revoked effective July 20, 2013. Therefore, an updated maintenance plan is no longer required.
Marion	Entire county except Washington Township east of White River, Franklin Township south of Thompson Road and east of Five Points Road	24-Hour TSP	3/3/1978 10/5/1978 (Primary)							TSP designations removed from the Code of Federal Regulations on June 16, 1997.
Marion	Parts of Franklin Township	Lead (1978)	11/6/1991	1/6/1992	Nonattainment	1/6/1995	1/6/1997	7/10/2000	7/10/2008	An updated maintenance plan was submitted to U.S. EPA on April 1, 2009.
	<u>Parts of Wayne Township</u>				<u>Unclassifiable</u>					
Marion	Part of the City of Indianapolis	8-Hour CO	11/6/1991	1/6/1992	Not Classified	1/6/1995	1/6/1997	3/20/2000	3/20/2008	An updated maintenance plan was submitted to U.S. EPA on January 12, 2009.
Marion	Entire County	24-Hour SO ₂	3/3/1978 10/5/1978	3/3/1978	Not Classified	5/3/1981	5/3/1983	1/14/1997	1/14/2005	Attainment for 24-hour SO ₂ .
Marion	Center, Perry, and Wayne Townships	1-Hour SO ₂	7/25/2013	10/4/2013		4/6/2015	10/4/2018			
Marion	Entire County	Annual PM _{2.5} (1997)	1/5/2005	4/5/2005	Basic	4/5/2008	4/5/2010	7/11/2013	7/11/2021	Attainment for annual PM _{2.5} .

Please note that Monroe County is not on this list.

County List: All Regulated Criteria Pollutants										
County Name	Area	Pollutant	Date Designated Nonattainment	Effective Date of Nonattainment Designation	Nonattainment Classification Type (if applicable)	State Implementation Plan Due (if applicable)	Attainment Date (5 Yrs. from Effective Date of Designation) (if applicable)	Date Reclassified to Attainment w/Maintenance Plan (if applicable)	Date Maintenance Plan is to be Revised (8 Yrs. after being Redesignated) (if applicable)	Notes
Morgan	Entire County	8-Hour Ozone (1997)	4/15/2004	6/15/2004	Basic	6/15/2007	6/15/2009	10/19/2007		The 1997 8-hour ozone standard was revoked effective July 20, 2013. Therefore, an updated maintenance plan is no longer required.
Morgan	Entire County	Annual PM _{2.5} (1997)	1/5/2005	4/5/2005	Basic	4/5/2008	4/5/2010	7/11/2013	7/11/2021	Attainment for annual PM _{2.5} .
Morgan	Clay and Washington Townships	1-Hour SO ₂	7/25/2013	10/4/2013		4/6/2015	10/4/2018			
Pike	Washington Township	Annual PM _{2.5} (1997)	1/5/2005	4/5/2005	Basic	4/5/2008	4/5/2010	10/27/2011	10/27/2019	Attainment for annual PM _{2.5} .
Pike	Washington Township	1-Hour SO ₂	7/25/2013	10/4/2013		4/6/2015	10/4/2018			
Porter	Entire County	1-Hour Ozone	3/3/1978 11/15/1990	1/6/1992	Severe-17	1/6/1995	1/6/1997			Area was still nonattainment for the 1-hour ozone standard at the time the 8-hour ozone standard became effective, however, the 1-hour ozone standard was revoked effective June 15, 2005. U.S. EPA issued a finding of attainment on January 29, 2009 and the area was effectively redesignated to attainment on May 11, 2010.
Porter	Entire County	8-Hour Ozone (1997)	4/15/2004	6/15/2004	Moderate	6/15/2007	6/15/2010	5/11/2010		The 1997 8-hour ozone standard was revoked effective July 20, 2013. Therefore, an updated maintenance plan is no longer required.

Please note that Monroe County is not on this list.

APPENDIX H

Karst Investigation



Categorical Exclusion Level 2 Documentation
INDOT Designation Number: 0901730
Tapp Road and Rockport Road Intersection Improvement
Clty of Bloomington, Monroe County, Indiana

Appendix H

**Rockport Road/Tapp Road
Intersection Improvements
Bloomington, IN**
Survey of Karst Features Report

July 10, 2015

Prepared for
DLZ Indiana, LLC
157 East Maryland Street
Indianapolis, IN 46204-3608

Prepared by
Hydrogeology Inc.
1211 South Walnut Street
Bloomington, IN 47401

swallow hole. This feature will likely continue to enlarge as long water is allowed to infiltrate into it. The active nature of this feature and proximity to Rockport Road make it a recommended location for exploratory excavation with possible follow-up geotechnical exploratory borings. If this feature is determined to be karst related, a concrete cap is the recommended treatment measure.

3.4 Springs

One spring was located in the proximity of the project area. The springs is described below:

Spring RR-07

This spring is located in a northeasterly trending drainage approximately 130 ft southwest of the centerline of existing Rockport Road (Figure 2). The spring has a discharge of approximately 10 gallon per minute (gpm) and likely receives recharge from the study area. The spring is likely ephemeral in nature as there was heavy rain and snow melt in the days prior to field identification. This spring is located 95 ft from the construction limits and no treatment measure is needed.

4.0 Summary and Conclusions

Eight sinkholes, one swallow hole and one spring were identified in the karst survey area. The majority of karst features are located in an undeveloped area to the southeast of the intersection of Rockport Road and Tapp Road. The majority of the study area has been developed as either residential or commercial properties. It is possible that karst features were backfilled over the course of these developments.

One swallow hole (RR-02) was identified in the study area. The swallow hole was actively draining 3 gpm at the time of field identification and is 7 ft from edge of pavement of existing Rockport Road. Due to the proximity to Rockport Road exploratory excavation, with possible follow-up geotechnical borings, is recommend to determine if this feature is karst related or part of a roadway drain. If it is determined this feature is karst related it should receive a concrete cap treatment.

All findings submitted for this report are based on the field review conducted on March 11, 2015. The karst landscape is constantly evolving. Sinkholes and swallow holes can form rapidly, particularly after heavy rain. It is possible additional karst features will be uncovered during construction activities.

December 17, 2015

Mr. Faisal Saleem, P.E.
DLZ Indiana, LLC
157 E. Maryland Street
Indianapolis, IN 46204



Re: Geotechnical Evaluation
Tapp Road and Rockport Road
Intersection Improvements
Des. No. 0901730
Bloomington, Monroe County, Indiana
EEI Project No. 1-15-391

Dear Mr. Saleem:

We are pleased to submit our geotechnical evaluation for the above-referenced project. This final report presents the results of our subsurface exploratory program and provides geotechnical recommendations for the proposed roadway improvements. The work for this project was authorized via a work order executed on September 9, 2015, and has been performed in accordance with Earth Exploration, Inc. (EEI) Proposal No. P1-09-688.4. We have sent an electronic copy (PDF) of our report for your distribution. We can provide hard copies of the report if needed. Unless you notify us otherwise, we will retain the soil and rock samples from the exploratory program for 60 days and then discard them.

The opinions and recommendations submitted in this report are based, in part, on our interpretation of the subsurface information revealed at the exploratory locations as indicated on an attached plan. Understandably, this report does not reflect variations in subsurface conditions between or beyond these locations. Therefore, variations in these conditions can be expected, and fluctuation of the groundwater levels will occur with time. Other important limitations of this report are discussed in Appendix A.

PROJECT DESCRIPTION

From our understanding, representatives of the city of Bloomington, with the assistance of federal funds, are planning to make improvements to the intersection of Tapp Road and Rockport Road. Based on information provided by DLZ Indiana, LLC (DLZ), the improvements are planned to include widening (including turn lanes and sidewalks/paths) and reconstruction of Rockport Road about 350 south to 400 ft north of Tapp Road and on Tapp Road from about 800 ft west to 500 ft east of Rockport Road. Refer to the attached Exploratory Location Plan in Appendix C for the project location. From our understanding, earth cuts and fills on the order of

approximately 0.002 times the height of the wall) to develop active earth pressures. Otherwise, at-rest earth pressures should be used where walls will be designed to be inflexible and stationary. We recommend using an equivalent fluid pressure of 40 psf/ft for an active condition and 60 psf/ft for an at-rest condition. The recommended pressures are based on the assumptions that: structure backfill soils are used; a moist unit weight of 120 lbs/cu ft; and an angle of internal friction of 30 degrees.

In addition to the lateral earth pressures, surcharges from temporary construction loads (if any), adjacent foundations or live loads should be taken into account in the wall design. We also recommend that consideration be given to the placement of a vapor barrier to resist moisture migration through the wall. In addition, we recommend that the retaining wall be provided with a drainage pipe and weep holes (for redundancy) to avoid hydrostatic pressure build-up behind the wall.

Based on the plans, we anticipate stiff to hard cohesive soils (loam, clay, clay loam, silty loam, and silt clay loam) at the retaining wall foundation elevation. However, soft cohesive soils may be encountered in unexplored areas. If/where soft soils are encountered, we recommend that they be removed to a maximum depth of 2 ft and replaced with "B" Borrow compacted to 95 percent of the maximum dry density (based on AASHTO T 99). Based on the anticipated subsurface conditions, we estimate a factored bearing resistance of 4,000 lbs/sq ft (psf) for foundations established on the previously mentioned subsurface conditions. Total and differential settlements are anticipated to be less than 1 and ½ in., respectively.

Based on the information, the analysis of the 7-ft high retaining wall indicates acceptable design criteria with regard to overturning and sliding (refer to the preliminary cantilevered retaining wall analysis in Appendix E for additional information).

Karstic Features

As mentioned previously, a karstic feature (i.e., swallow hole) was identified (by others) on the west side of Rockport Road and north of Tapp Road (near Station 62+40, 25 ft Lt "PRB"). From this information, geophysical resistivity lines were performed on the west and east side of Rockport Road (refer to Drawing No. 1-15-391.B1 in Appendix C for the location of the resistivity lines). The earth resistivity method measures the apparent resistivity of an earth volume by imparting a direct current between two electrodes and measuring the voltage between a second pair of electrodes. As the spacing between electrodes increases, the depth of measurement also increases. However, the volume of earth that is measured also increases, resulting in a loss of resolution (target discrimination) with depth. Resistivity data sets were recorded using an Advanced Geosciences, Inc (AGI) SuperSting™ R8 multi-channel earth resistivity survey system with a 56-electrode array at 5-ft electrode spacing. The results and interpretations of our geophysical efforts are included in Appendix F.

Based on the resistivity survey, potential karstic features were identified along Resistivity Line 1 from a depth of about 30 to 50 ft below the existing ground surface (refer to Figure 1 in Appendix F). Note that this potential feature was not observed at the location of Resistivity Line 2. Based on this potential, exploratory drilling (i.e., sounding with a rock core) was performed at the location of Boring GP-1. Based on the subsurface information obtained at the location of Boring GP-1, alternating layers of hard limestone and moderately hard to hard siltstone rock with some shale partings was encountered from a depth of about 6½ (Elevation 770½) to the maximum depth explored (Elevation 735½). Note that a clay-filled void was observed near a depth of about 9½ to 10½ ft (Elevation 766½ to 767½) within the upper limestone layer. Observations of the rock cores obtained indicated RQD values of 45 to 100 percent, suggesting good to excellent quality rock. Base on the condition of the rock core, the interpreted potential karstic feature as noted previously is likely due to either the variability in the rock types and/or due to the constituents within the rock (i.e., fossils, stylolites, etc.). Due to three-dimensional effects, another possibility is that a karstic feature or solutioning of the rock (i.e., pitting, vugs, etc.) may exist west of the proposed resistivity line. Based on the size and location of the potential karst feature, we concur with the use of a concrete cap to treat this feature as recommended in the "Karst Features Report".

Construction Considerations

Excavations

Excavations made for the project will require: 1) cut slopes adequate enough to prevent cave-ins/subsidence; or 2) braced excavations for safe construction operation. All excavations should conform with Occupational Safety and Health Administration (OSHA) requirements (i.e., 29 CFR Part 1926). Additionally, soil should not be stockpiled immediately adjacent to the top of the excavation.

Dewatering Considerations

Based on our observations, shallow excavations are not likely to encounter groundwater. However, if groundwater does enter the excavation, we anticipate that it could be removed by means of a pump and filtered sump, possibly in conjunction with collection trenches unless the source is of significant volume.

CONCLUDING REMARKS

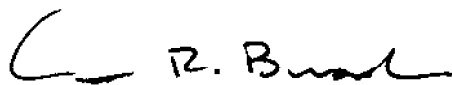
In closing, we recommend that EEI be provided the opportunity to review the final design and project specifications to confirm that earthwork and foundation requirements have been properly interpreted and implemented in the design and specifications. We also recommend that EEI be

retained to provide construction observation services during the earthwork and foundation construction phases of the project. This will allow us to verify that the construction proceeds in compliance with the design concepts, specifications and recommendations. It will also allow design changes to be made in the event that subsurface conditions differ from those anticipated. In addition, environmental issues or concerns associated with the former railroad were not part of the work scope for this evaluation. Therefore, this report does not address the project site from an environmental perspective.

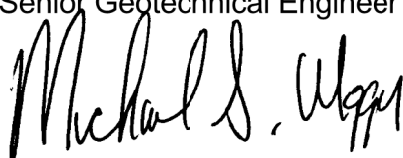
We appreciate the opportunity to provide our services to you on this project. Please contact our office if you have any questions or need further assistance with the project.

Sincerely,

EARTH EXPLORATION, INC.



Curtis R. Bradburn, P.E.
Senior Geotechnical Engineer



Michael S. Wigger, P.E.
Principal Engineer



APPENDICES

- APPENDIX A - Important Information about Your Geotechnical Report
- APPENDIX B - Field Methods for Exploring and Sampling Soils and Rock
- APPENDIX C - Exploratory Location Plan (Drawing No. 1-15-391.B1)
 - Log of Test Boring - General Notes
 - Log of Test Boring (17)
 - Summary of Rock Soundings
- APPENDIX D - Summary of Special Laboratory Test Results
 - Summary of Classification Test Results
 - Grain Size Distribution Curve (6)
 - Unconfined Compression Test (2)
 - Moisture – Density Relations
 - Resilient Modulus Test Results (2) - Performed by Others
- APPENDIX E - Slope Stability Analysis
- APPENDIX F - MSE Retaining Wall Analysis
- APPENDIX F - Figure 1 - Resistivity Sections

Memorandum of Understanding

(Retyped of original text 3/14/2007)

This Memorandum of Understanding is made and entered into this thirteenth day of October, 1993, between the Indiana Department of Transportation (INDOT), the Indiana Department of Natural Resources (IDNR), the Indiana Department of Environmental Management (IDEM) and the U.S. Fish and Wildlife Service (USFWS) for the purpose of delineating guidelines for construction of transportation projects in karst regions of the State.

Whereas, INDOT, IDNR, IDEM and the USFWS wish to cooperate in the identification, study and treatment of drainage in karst regions related to the construction of transportation projects and

Whereas, INDOT, IDNR, IDEM and the USFWS accept responsibility to ensure the transportation needs of Indiana are met in an environmentally sensitive manner that protects the habitat of all species and

Whereas, design and construction practices must protect ground water quality, public health and safety, and the environment.

Whereas, the Indiana Department of Natural Resources will conform to the terms and conditions within this MOU for their transportation projects. Likewise, it will be IDNR's responsibility to provide standard biological review for projects in the karst region.

Therefore, in consideration of the terms and conditions set forth herein the INDOT, IDNR, IDEM and USFWS agree as follows:

1. INDOT in cooperation with the IDNR, IDEM and USFWS shall determine the location of sinkholes, caves, underground streams, and other related karst features and their relationship prior to proposed alterations or construction in karst regions of the state, a consultant with expertise in karst geology/hydrology may assist in the identification and characterization of the karst features. The choice of the consultant retained by INDOT will be subject to the review of IDNR, USFWS and IDEM.

2. Tasks to accomplish this work will include:

Research public and private information sources for information relative to karst features.

Conduct field check karst and cave features that appear from the first task and identify any additional karst features.

Prepare a draft report, with photographs and maps, drainage areas, and land use of that drainage area for each sinkhole or karst feature, dye-tracing and/or other geotechnical information to determine subsurface flow of water in the project area

and surface water drainage patterns of the area. Calculations of estimates of annual pollutant loads from the highway and drainage with the right-of-way will be made, including prior to, during and post construction estimates. The design of the treatment of the karst features will take into consideration treatments necessary to meet the standards of the monitoring and maintenance plan.

That report will be used as a tool to assist in determining the proposed highway alignment. The intent of INDOT is to avoid karst areas and use alternate drainage where possible.

3. IDNR, IDEM and USFWS will be requested to review and comment on the findings at the early coordination phase of project development.
4. INDOT, using the input from IDNR, IDEM and USFWS will begin to formulate appropriate measures to offset unavoidable impacts to the karst features. It is understood by all parties that some of the methods proposed at this time will be generic and could be applied throughout the length of the corridor. Other methods may be specific to a particular cave or karst feature. Some of the approaches may require additional investigations to determine their necessity and/or their feasibility. A revised draft report will be prepared by INDOT's consultant and provided to the IDNR, IDEM and the USFWS as part of the design review process.
5. Drainage entering from beyond the right-of-way will be treated according to the same process as drainage generated by the project.
6. As the project progresses further into the design phase, the IDNR, IDEM and USFWS will be invited and will attend field checks and meetings dealing with efforts to negate or minimize adverse impacts.
7. Hazardous materials traps (HMT's) will be constructed at storm water outfalls and other locations that will protect karst features from spill contamination.
8. INDOT agrees to develop a monitoring and maintenance plan for the affected karst features. IDNR, IDEM and USFWS will be provided an opportunity to review this plan. The establishment of water quality and a point at which a standard is established for remediation will be a part of each monitoring plan. The results of the monitoring will be submitted to IDNR, USFWS and IDEM on a regular basis.
9. A low salt and no spray strategy will be developed for each future project. A signing strategy for these items will also be developed for each project.
10. Prior to acceptance of the final design plans an agreement will be developed which will set out the appropriate and practicable measures to offset unavoidable impacts to karst features. This agreement will be signed by the Department Director of IDNR, the Commissioner of the IDEM, the Commissioner of INDOT and the Supervisor of the USFWS Bloomington, Indiana Field Office. The agreement will become a part of

the contract documents for the project, will be discussed at the pre-construction conference and will be on file at the office of the project administrator.

11. INDOT will assure that the terms of the agreement will be completed with all safeguards given to the karst area. Special provisions, which are binding provisions that are a part of the contract, will be included outlining the precautions to be taken. Construction and design strategies for handling karst features will be discussed with the contractor(s) and project administrator during the pre-construction conference. Project administrator shall ensure that the contractor is following the new erosion control standards that meet Rule 5 of 327 IAC 13 and any special precautions outlined in the design plans that the sinkhole treatment is being handled correctly. The erosion control plan must be available at the project administrator's office. An emergency response plan will be made a part of the contract documents. In addition, the contract documents will contain a strategy for signing to alert the public to the fact that all types of spills are potentially hazardous to the karst environment. For INDOT, this plan would be procedure 20 of the Field Operations Manual dated 6/24/1992. **[Currently in the Construction Activities Environmental Manual]**.
12. The location and nature of the sinkholes and drainage schematic will be provided to the IDEM. They will provide the information to the appropriate local authorities and the Hazmat teams. An emergency response plan will be followed. This constitutes procedure 20. Included in this information is an understanding that all types of spills are potentially hazardous to karst regions.
13. IDNR, IDEM and USFWS personnel will monitor construction and maintenance to the agreed upon terms, as deemed necessary.
14. If during construction it is found that the mitigation agreement must be altered, all of the agencies will be contacted and agreement reached prior to work continuing in that specific area of the project. In order to not unduly delay projects, a two working days response time is needed from the resource agencies.
15. Treatments will be maintained during construction by means of a visual inspection on a weekly basis or after every rain. Corrective action will be taken as needed.
16. If after the above procedure is followed and a state/federal endangered/threatened species is found during construction, work in that area of the project will stop. The IDNR and USFWS will be immediately notified. The IDNR and USFWS will promptly investigate the situation, advise the project administrator and assume responsibility for protecting the endangered species and taking the appropriate action.
17. This document will be reviewed annually or more frequently at the request of any of the foregoing agencies.

APPENDIX I

Demographics Tables



Categorical Exclusion Level 2 Documentation
INDOT Designation Number: 0901730
Tapp Road and Rockport Road Intersection Improvement
City of Bloomington, Monroe County, Indiana

Appendix I



DP05

ACS DEMOGRAPHIC AND HOUSING ESTIMATES

2010-2014 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

Minority EJ analysis community of comparison (COC)
City of Bloomington

Subject	Bloomington city, Indiana			
	Estimate	Margin of Error	Percent	Percent Margin of Error
SEX AND AGE				
Total population	81,963	+/-350	81,963	(X)
Male	40,861	+/-492	49.9%	+/-0.6
Female	41,102	+/-504	50.1%	+/-0.6
Under 5 years	3,292	+/-283	4.0%	+/-0.3
5 to 9 years	2,688	+/-313	3.3%	+/-0.4
10 to 14 years	2,262	+/-306	2.8%	+/-0.4
15 to 19 years	11,935	+/-468	14.6%	+/-0.6
20 to 24 years	24,866	+/-599	30.3%	+/-0.7
25 to 34 years	12,416	+/-526	15.1%	+/-0.6
35 to 44 years	6,935	+/-423	8.5%	+/-0.5
45 to 54 years	5,856	+/-348	7.1%	+/-0.4
55 to 59 years	2,738	+/-320	3.3%	+/-0.4
60 to 64 years	2,422	+/-304	3.0%	+/-0.4
65 to 74 years	3,215	+/-305	3.9%	+/-0.4
75 to 84 years	2,255	+/-294	2.8%	+/-0.4
85 years and over	1,083	+/-208	1.3%	+/-0.3
Median age (years)	23.5	+/-0.2	(X)	(X)
18 years and over	72,392	+/-488	88.3%	+/-0.5
21 years and over	54,805	+/-957	66.9%	+/-1.1
62 years and over	7,846	+/-433	9.6%	+/-0.5
65 years and over	6,553	+/-374	8.0%	+/-0.5
18 years and over	72,392	+/-488	72,392	(X)
Male	36,040	+/-506	49.8%	+/-0.6
Female	36,352	+/-461	50.2%	+/-0.6
65 years and over	6,553	+/-374	6,553	(X)
Male	2,673	+/-231	40.8%	+/-2.4
Female	3,880	+/-253	59.2%	+/-2.4
RACE				
Total population	81,963	+/-350	81,963	(X)

Subject	Bloomington city, Indiana			
	Estimate	Margin of Error	Percent	Percent Margin of Error
One race	79,287	+/-611	96.7%	+/-0.6
Two or more races	2,676	+/-458	3.3%	+/-0.6
One race	79,287	+/-611	96.7%	+/-0.6
White	67,157	+/-695	81.9%	+/-0.7
Black or African American	3,265	+/-405	4.0%	+/-0.5
American Indian and Alaska Native	451	+/-315	0.6%	+/-0.4
Cherokee tribal grouping	42	+/-50	0.1%	+/-0.1
Chippewa tribal grouping	0	+/-27	0.0%	+/-0.1
Navajo tribal grouping	26	+/-43	0.0%	+/-0.1
Sioux tribal grouping	0	+/-27	0.0%	+/-0.1
Asian	7,539	+/-294	9.2%	+/-0.4
Asian Indian	892	+/-258	1.1%	+/-0.3
Chinese	3,516	+/-513	4.3%	+/-0.6
Filipino	150	+/-89	0.2%	+/-0.1
Japanese	461	+/-195	0.6%	+/-0.2
Korean	1,262	+/-360	1.5%	+/-0.4
Vietnamese	169	+/-131	0.2%	+/-0.2
Other Asian	1,089	+/-402	1.3%	+/-0.5
Native Hawaiian and Other Pacific Islander	22	+/-25	0.0%	+/-0.1
Native Hawaiian	12	+/-18	0.0%	+/-0.1
Guamanian or Chamorro	0	+/-27	0.0%	+/-0.1
Samoa	0	+/-27	0.0%	+/-0.1
Other Pacific Islander	10	+/-18	0.0%	+/-0.1
Some other race	853	+/-299	1.0%	+/-0.4
Two or more races	2,676	+/-458	3.3%	+/-0.6
White and Black or African American	1,039	+/-287	1.3%	+/-0.4
White and American Indian and Alaska Native	367	+/-143	0.4%	+/-0.2
White and Asian	798	+/-186	1.0%	+/-0.2
Black or African American and American Indian and Alaska Native	227	+/-216	0.3%	+/-0.3
Race alone or in combination with one or more other races				
Total population	81,963	+/-350	81,963	(X)
White	69,557	+/-655	84.9%	+/-0.7
Black or African American	4,609	+/-328	5.6%	+/-0.4
American Indian and Alaska Native	1,118	+/-382	1.4%	+/-0.5
Asian	8,417	+/-283	10.3%	+/-0.3
Native Hawaiian and Other Pacific Islander	68	+/-43	0.1%	+/-0.1
Some other race	974	+/-309	1.2%	+/-0.4
HISPANIC OR LATINO AND RACE				
Total population	81,963	+/-350	81,963	(X)
Hispanic or Latino (of any race)	3,360	+/-272	4.1%	+/-0.3
Mexican	1,885	+/-285	2.3%	+/-0.3
Puerto Rican	314	+/-135	0.4%	+/-0.2
Cuban	241	+/-160	0.3%	+/-0.2
Other Hispanic or Latino	920	+/-261	1.1%	+/-0.3
Not Hispanic or Latino	78,603	+/-450	95.9%	+/-0.3
White alone	65,017	+/-684	79.3%	+/-0.7
Black or African American alone	3,181	+/-404	3.9%	+/-0.5
American Indian and Alaska Native alone	220	+/-124	0.3%	+/-0.2
Asian alone	7,507	+/-297	9.2%	+/-0.4
Native Hawaiian and Other Pacific Islander alone	22	+/-25	0.0%	+/-0.1
Some other race alone	145	+/-98	0.2%	+/-0.1
Two or more races	2,511	+/-426	3.1%	+/-0.5
Two races including Some other race	50	+/-54	0.1%	+/-0.1
Two races excluding Some other race, and Three or more races	2,461	+/-410	3.0%	+/-0.5



ACS DEMOGRAPHIC AND HOUSING ESTIMATES

2010-2014 American Community Survey 5-Year Estimates

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Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

Minority EJ analysis affected community (AC)
Monroe County Census Tracts 4.02 and 11.01

Subject	Census Tract 4.02, Monroe County, Indiana				Census Tract 11.01, Monroe County, Indiana	
	Estimate	Margin of Error	Percent	Percent Margin of Error	Estimate	Margin of Error
SEX AND AGE						
Total population	4,307	+/-432	4,307	(X)	5,029	+/-446
Male	2,293	+/-272	53.2%	+/-3.9	2,672	+/-325
Female	2,014	+/-274	46.8%	+/-3.9	2,357	+/-323
Under 5 years	145	+/-63	3.4%	+/-1.4	362	+/-115
5 to 9 years	366	+/-175	8.5%	+/-3.6	248	+/-94
10 to 14 years	181	+/-100	4.2%	+/-2.4	183	+/-71
15 to 19 years	164	+/-83	3.8%	+/-1.9	151	+/-83
20 to 24 years	685	+/-219	15.9%	+/-4.4	786	+/-239
25 to 34 years	1,156	+/-218	26.8%	+/-4.0	1,299	+/-257
35 to 44 years	709	+/-138	16.5%	+/-3.5	625	+/-191
45 to 54 years	389	+/-95	9.0%	+/-2.2	523	+/-188
55 to 59 years	142	+/-78	3.3%	+/-1.8	194	+/-86
60 to 64 years	118	+/-76	2.7%	+/-1.7	226	+/-90
65 to 74 years	147	+/-55	3.4%	+/-1.3	262	+/-96
75 to 84 years	74	+/-40	1.7%	+/-0.9	139	+/-64
85 years and over	31	+/-22	0.7%	+/-0.5	31	+/-40
Median age (years)	28.2	+/-2.2	(X)	(X)	29.9	+/-1.7

Subject	Census Tract 4.02, Monroe County, Indiana				Census Tract 11.01, Monroe County, Indiana		
	Estimate	Margin of Error	Percent	Percent Margin of Error	Estimate	Margin of Error	
White and Asian	44	+/-69	1.0%	+/-1.6	30	+/-36	
Black or African American and American Indian and Alaska Native	0	+/-11	0.0%	+/-0.7	14	+/-23	
Race alone or in combination with one or more other races							
Total population	4,307	+/-432	4,307	(X)	5,029	+/-446	
White	3,828	+/-469	88.9%	+/-4.7	4,561	+/-411	
Black or African American	274	+/-138	6.4%	+/-3.2	467	+/-191	
American Indian and Alaska Native	103	+/-88	2.4%	+/-2.0	80	+/-67	
Asian	300	+/-182	7.0%	+/-4.2	152	+/-103	
Native Hawaiian and Other Pacific Islander	0	+/-11	0.0%	+/-0.7	0	+/-16	
Some other race	34	+/-38	0.8%	+/-0.9	11	+/-20	
HISPANIC OR LATINO AND RACE							
Total population	4,307	+/-432	4,307	(X)	5,029	+/-446	
Hispanic or Latino (of any race)	114	+/-82	2.6%	+/-1.9	75	+/-85	
Mexican	91	+/-71	2.1%	+/-1.6	28	+/-35	
Puerto Rican	0	+/-11	0.0%	+/-0.7	47	+/-76	
Cuban	0	+/-11	0.0%	+/-0.7	0	+/-16	
Other Hispanic or Latino	23	+/-31	0.5%	+/-0.7	0	+/-16	
Not Hispanic or Latino	4,193	+/-427	97.4%	+/-1.9	4,954	+/-434	
White alone	3,523	+/-463	81.8%	+/-6.2	4,321	+/-411	
Black or African American alone	185	+/-112	4.3%	+/-2.7	257	+/-154	
American Indian and Alaska Native alone	11	+/-18	0.3%	+/-0.4	42	+/-50	
Asian alone	249	+/-164	5.8%	+/-3.8	112	+/-93	
Native Hawaiian and Other Pacific Islander alone	0	+/-11	0.0%	+/-0.7	0	+/-16	
Some other race alone	0	+/-11	0.0%	+/-0.7	0	+/-16	
Two or more races	225	+/-130	5.2%	+/-2.9	222	+/-121	
Two races including Some other race	0	+/-11	0.0%	+/-0.7	0	+/-16	
Two races excluding Some other race, and Three or more races	225	+/-130	5.2%	+/-2.9	222	+/-121	
Total housing units	2,382	+/-123	(X)	(X)	2,605	+/-115	

Subject	Census Tract 11.01, Monroe County, Indiana		Census Tract 11.02, Monroe County, Indiana			
	Percent	Percent Margin of Error	Estimate	Margin of Error	Percent	Percent Margin of Error
SEX AND AGE						
Total population	5,029	(X)	4,583	+/-407	4,583	(X)
Male	53.1%	+/-4.6	2,071	+/-246	45.2%	+/-3.8
Female	46.9%	+/-4.6	2,512	+/-288	54.8%	+/-3.8
Under 5 years	7.2%	+/-2.2	354	+/-101	7.7%	+/-2.1
5 to 9 years	4.9%	+/-1.8	287	+/-104	6.3%	+/-2.1
10 to 14 years	3.6%	+/-1.4	358	+/-97	7.8%	+/-2.1
15 to 19 years	3.0%	+/-1.6	242	+/-109	5.3%	+/-2.2
20 to 24 years	15.6%	+/-4.2	444	+/-165	9.7%	+/-3.2
25 to 34 years	25.8%	+/-4.5	832	+/-173	18.2%	+/-4.0
35 to 44 years	12.4%	+/-3.6	722	+/-148	15.8%	+/-3.4
45 to 54 years	10.4%	+/-3.7	489	+/-132	10.7%	+/-2.7
55 to 59 years	3.9%	+/-1.7	251	+/-84	5.5%	+/-1.7
60 to 64 years	4.5%	+/-1.9	247	+/-95	5.4%	+/-2.0
65 to 74 years	5.2%	+/-2.1	159	+/-62	3.5%	+/-1.3
75 to 84 years	2.8%	+/-1.3	148	+/-74	3.2%	+/-1.5
85 years and over	0.6%	+/-0.8	50	+/-51	1.1%	+/-1.1
Median age (years)	(X)	(X)	32.0	+/-2.6	(X)	(X)
18 years and over	82.7%	+/-2.4	3,447	+/-306	75.2%	+/-2.3
21 years and over	80.0%	+/-2.9	3,293	+/-275	71.9%	+/-2.9
62 years and over	10.8%	+/-2.2	443	+/-122	9.7%	+/-2.3
65 years and over	8.6%	+/-2.1	357	+/-117	7.8%	+/-2.3
18 years and over	4,158	(X)	3,447	+/-306	3,447	(X)
Male	49.7%	+/-4.8	1,574	+/-192	45.7%	+/-4.2
Female	50.3%	+/-4.8	1,873	+/-232	54.3%	+/-4.2
65 years and over	432	(X)	357	+/-117	357	(X)
Male	37.5%	+/-10.2	93	+/-40	26.1%	+/-12.6
Female	62.5%	+/-10.2	264	+/-115	73.9%	+/-12.6
RACE						
Total population	5,029	(X)	4,583	+/-407	4,583	(X)
One race	95.6%	+/-2.4	4,411	+/-405	96.2%	+/-2.4
Two or more races	4.4%	+/-2.4	172	+/-111	3.8%	+/-2.4
One race	95.6%	+/-2.4	4,411	+/-405	96.2%	+/-2.4
White	86.6%	+/-4.3	3,846	+/-425	83.9%	+/-5.5
Black or African American	5.7%	+/-3.3	361	+/-210	7.9%	+/-4.4
American Indian and Alaska Native	0.8%	+/-1.0	9	+/-14	0.2%	+/-0.3

Subject	Census Tract 11.01, Monroe County, Indiana			Census Tract 11.02, Monroe County, Indiana		
	Percent	Percent Margin of Error	Estimate	Margin of Error	Percent	Percent Margin of Error
Cherokee tribal grouping	0.8%	+/-1.0	9	+/-14	0.2%	+/-0.3
Chippewa tribal grouping	0.0%	+/-0.6	0	+/-11	0.0%	+/-0.7
Navajo tribal grouping	0.0%	+/-0.6	0	+/-11	0.0%	+/-0.7
Sioux tribal grouping	0.0%	+/-0.6	0	+/-11	0.0%	+/-0.7
Asian	2.2%	+/-1.8	134	+/-86	2.9%	+/-1.9
Asian Indian	0.6%	+/-1.0	40	+/-60	0.9%	+/-1.3
Chinese	1.1%	+/-1.3	35	+/-38	0.8%	+/-0.8
Filipino	0.0%	+/-0.6	5	+/-9	0.1%	+/-0.2
Japanese	0.0%	+/-0.6	9	+/-15	0.2%	+/-0.3
Korean	0.6%	+/-0.9	6	+/-11	0.1%	+/-0.2
Vietnamese	0.0%	+/-0.6	0	+/-11	0.0%	+/-0.7
Other Asian	0.0%	+/-0.6	39	+/-55	0.9%	+/-1.2
Native Hawaiian and Other Pacific Islander	0.0%	+/-0.6	0	+/-11	0.0%	+/-0.7
Native Hawaiian	0.0%	+/-0.6	0	+/-11	0.0%	+/-0.7
Guamanian or Chamorro	0.0%	+/-0.6	0	+/-11	0.0%	+/-0.7
Samoa	0.0%	+/-0.6	0	+/-11	0.0%	+/-0.7
Other Pacific Islander	0.0%	+/-0.6	0	+/-11	0.0%	+/-0.7
Some other race	0.2%	+/-0.4	61	+/-79	1.3%	+/-1.7
Two or more races	4.4%	+/-2.4	172	+/-111	3.8%	+/-2.4
White and Black or African American	3.1%	+/-2.3	131	+/-108	2.9%	+/-2.3
White and American Indian and Alaska Native	0.3%	+/-0.4	0	+/-11	0.0%	+/-0.7
White and Asian	0.6%	+/-0.7	0	+/-11	0.0%	+/-0.7
Black or African American and American Indian and Alaska Native	0.3%	+/-0.5	25	+/-34	0.5%	+/-0.8
Race alone or in combination with one or more other races						
Total population	5,029	(X)	4,583	+/-407	4,583	(X)
White	90.7%	+/-3.9	3,977	+/-431	86.8%	+/-4.9
Black or African American	9.3%	+/-3.6	517	+/-242	11.3%	+/-5.1
American Indian and Alaska Native	1.6%	+/-1.3	37	+/-36	0.8%	+/-0.8
Asian	3.0%	+/-2.0	147	+/-87	3.2%	+/-1.9
Native Hawaiian and Other Pacific Islander	0.0%	+/-0.6	0	+/-11	0.0%	+/-0.7
Some other race	0.2%	+/-0.4	77	+/-82	1.7%	+/-1.8
HISPANIC OR LATINO AND RACE						
Total population	5,029	(X)	4,583	+/-407	4,583	(X)
Hispanic or Latino (of any race)	1.5%	+/-1.7	84	+/-67	1.8%	+/-1.5
Mexican	0.6%	+/-0.7	63	+/-59	1.4%	+/-1.3
Puerto Rican	0.9%	+/-1.5	12	+/-21	0.3%	+/-0.4
Cuban	0.0%	+/-0.6	9	+/-14	0.2%	+/-0.3
Other Hispanic or Latino	0.0%	+/-0.6	0	+/-11	0.0%	+/-0.7
Not Hispanic or Latino	98.5%	+/-1.7	4,499	+/-407	98.2%	+/-1.5
White alone	85.9%	+/-4.5	3,786	+/-435	82.6%	+/-5.7
Black or African American alone	5.1%	+/-3.0	361	+/-210	7.9%	+/-4.4

S1701

POVERTY STATUS IN THE PAST 12 MONTHS

2010-2014 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

Low Income EJ analysis community of comparison (COC)
City of Bloomington

Subject	Bloomington city, Indiana				
	Total		Below poverty level		Percent below poverty level
	Estimate	Margin of Error	Estimate	Margin of Error	
Population for whom poverty status is determined	67,839	+/-943	26,483	+/-1,116	39.0%
AGE					
Under 18 years	9,304	+/-415	2,831	+/-404	30.4%
Related children under 18 years	9,273	+/-416	2,800	+/-403	30.2%
18 to 64 years	52,199	+/-984	23,269	+/-1,080	44.6%
65 years and over	6,336	+/-399	383	+/-137	6.0%
SEX					
Male	34,059	+/-685	13,113	+/-783	38.5%
Female	33,780	+/-720	13,370	+/-761	39.6%
RACE AND HISPANIC OR LATINO ORIGIN					
One race	65,592	+/-1,089	25,547	+/-1,106	38.9%
White	55,411	+/-1,087	20,465	+/-1,044	36.9%
Black or African American	2,741	+/-415	1,289	+/-323	47.0%
American Indian and Alaska Native	451	+/-315	0	+/-27	0.0%
Asian	6,177	+/-402	3,444	+/-360	55.8%
Native Hawaiian and Other Pacific Islander	22	+/-25	0	+/-27	0.0%
Some other race	790	+/-295	349	+/-202	44.2%
Two or more races	2,247	+/-456	936	+/-312	41.7%
Hispanic or Latino origin (of any race)	2,833	+/-292	1,236	+/-218	43.6%
White alone, not Hispanic or Latino	53,684	+/-1,064	19,537	+/-1,040	36.4%
EDUCATIONAL ATTAINMENT					
Population 25 years and over	36,128	+/-624	6,683	+/-567	18.5%
Less than high school graduate	2,391	+/-345	988	+/-260	41.3%
High school graduate (includes equivalency)	5,150	+/-554	1,362	+/-267	26.4%
Some college, associate's degree	8,027	+/-558	1,754	+/-321	21.9%
Bachelor's degree or higher	20,560	+/-669	2,579	+/-375	12.5%
EMPLOYMENT STATUS					
Civilian labor force 16 years and over	36,818	+/-1,154	11,100	+/-1,001	30.1%
Employed	33,914	+/-1,134	9,441	+/-933	27.8%
Male	17,674	+/-846	4,385	+/-668	24.8%



S1701

POVERTY STATUS IN THE PAST 12 MONTHS

2010-2014 American Community Survey 5-Year Estimates

Low Income EJ analysis affected community (AC)
Monroe County Census Tract 4.02

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

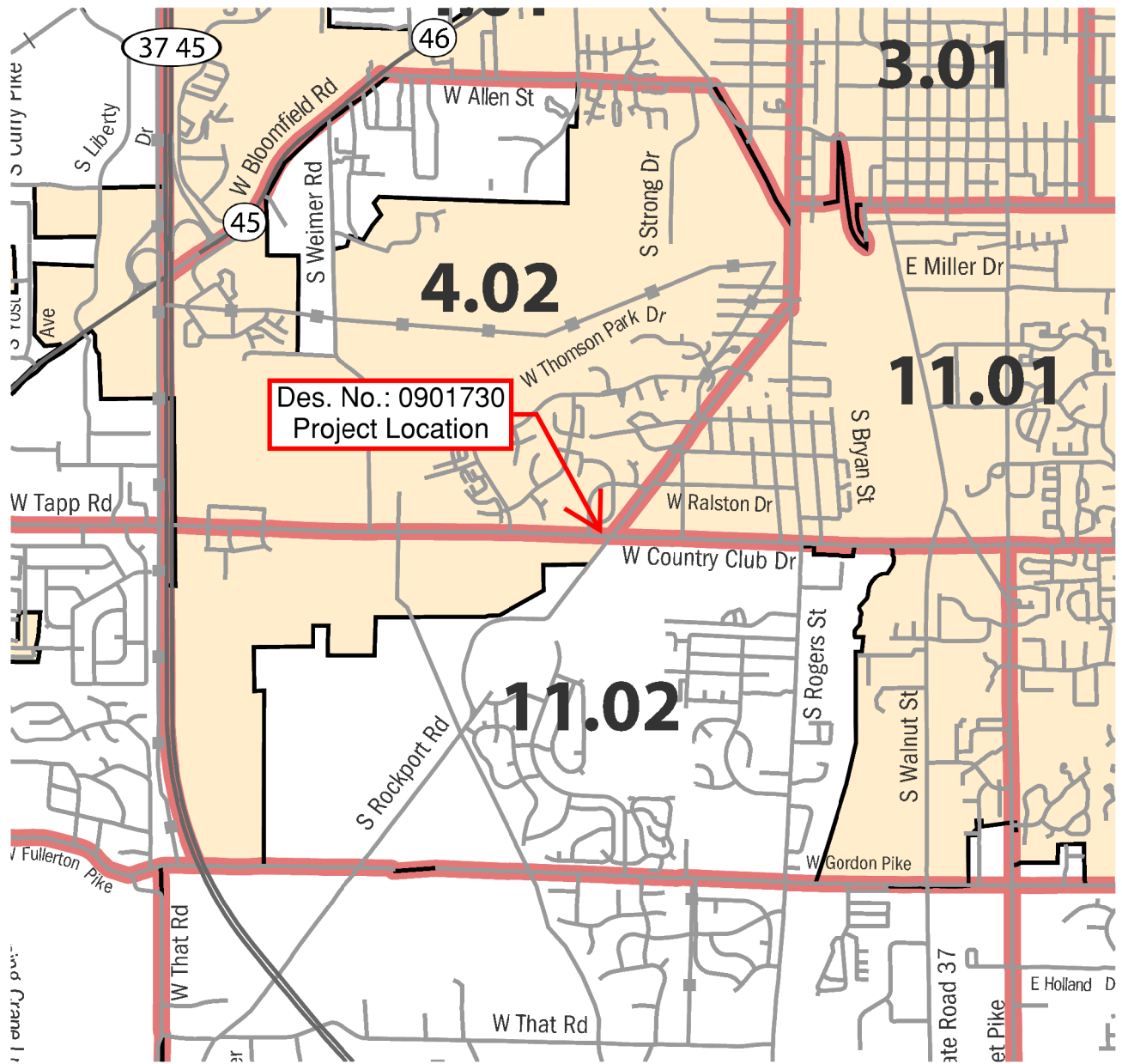
Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

Subject	Total		Census Tract 4.02, Monroe County, Indiana		Percent below poverty level	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Population for whom poverty status is determined	4,307	+/-432	1,235	+/-386	28.7%	+/-7.2
AGE						
Under 18 years	782	+/-194	288	+/-174	36.8%	+/-17.3
Related children under 18 years	782	+/-194	288	+/-174	36.8%	+/-17.3
18 to 64 years	3,273	+/-344	886	+/-266	27.1%	+/-6.7
65 years and over	252	+/-44	61	+/-54	24.2%	+/-21.1
SEX						
Male	2,293	+/-272	599	+/-204	26.1%	+/-7.4
Female	2,014	+/-274	636	+/-225	31.6%	+/-9.2
RACE AND HISPANIC OR LATINO ORIGIN						
One race	4,082	+/-419	1,228	+/-387	30.1%	+/-7.6
White	3,603	+/-458	1,132	+/-378	31.4%	+/-8.3
Black or African American	185	+/-112	46	+/-70	24.9%	+/-32.7
American Indian and Alaska Native	11	+/-18	0	+/-11	0.0%	+/-85.9
Asian	249	+/-164	50	+/-56	20.1%	+/-25.0
Native Hawaiian and Other Pacific Islander	0	+/-11	0	+/-11	-	**
Some other race	34	+/-38	0	+/-11	0.0%	+/-48.9
Two or more races	225	+/-130	7	+/-12	3.1%	+/-5.8

Subject	Census Tract 11.01, Monroe County, Indiana					
	Total			Below poverty level		Percent below poverty level
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Population for whom poverty status is determined	4,948	+/-452	1,263	+/-312	25.5%	+/-5.5
AGE						
Under 18 years	820	+/-150	359	+/-155	43.8%	+/-16.5
Related children under 18 years	820	+/-150	359	+/-155	43.8%	+/-16.5
	3,714	+/-387	903	+/-225	24.3%	+/-5.1
	414	+/-98	1	+/-3	0.2%	+/-0.8
<div> <div>Low Income EJ analysis affected community (AC)</div> <div>Monroe County Census Tract 11.01</div> </div>						
SEX						
Male	2,635	+/-330	710	+/-194	26.9%	+/-6.5
Female	2,313	+/-321	553	+/-184	23.9%	+/-6.5
RACE AND HISPANIC OR LATINO ORIGIN						
One race	4,726	+/-458	1,151	+/-284	24.4%	+/-5.2
White	4,272	+/-417	955	+/-255	22.4%	+/-5.4
Black or African American	289	+/-171	102	+/-96	35.3%	+/-26.2
American Indian and Alaska Native	42	+/-50	0	+/-16	0.0%	+/-44.0
Asian	112	+/-93	83	+/-80	74.1%	+/-37.2
Native Hawaiian and Other Pacific Islander	0	+/-16	0	+/-16	-	**
Some other race	11	+/-20	11	+/-20	100.0%	+/-85.9
Two or more races	222	+/-121	112	+/-77	50.5%	+/-32.2
Hispanic or Latino origin (of any race)	75	+/-85	11	+/-20	14.7%	+/-31.0
White alone, not Hispanic or Latino	4,240	+/-417	955	+/-255	22.5%	+/-5.4
EDUCATIONAL ATTAINMENT						
Population 25 years and over	3,269	+/-300	604	+/-180	18.5%	+/-5.0
Less than high school graduate	272	+/-130	135	+/-102	49.6%	+/-25.7
High school graduate (includes equivalency)	597	+/-179	136	+/-103	22.8%	+/-13.8
Some college, associate's degree	948	+/-198	140	+/-83	14.8%	+/-8.0
Bachelor's degree or higher	1,452	+/-243	193	+/-94	13.3%	+/-6.2
EMPLOYMENT STATUS						
Civilian labor force 16 years and over	2,734	+/-368	382	+/-161	14.0%	+/-5.3
Employed	2,506	+/-370	307	+/-139	12.3%	+/-4.9
Male	1,458	+/-290	209	+/-114	14.3%	+/-6.4
Female	1,048	+/-217	98	+/-73	9.4%	+/-6.5
Unemployed	228	+/-111	75	+/-62	32.9%	+/-20.5
Male	104	+/-72	25	+/-26	24.0%	+/-24.7
Female	124	+/-72	50	+/-54	40.3%	+/-33.7
WORK EXPERIENCE						
Population 16 years and over	4,180	+/-393	928	+/-227	22.2%	+/-4.7
Worked full-time, year-round in the past 12 months	1,635	+/-303	60	+/-77	3.7%	+/-4.5

Subject	Census Tract 11.02, Monroe County, Indiana					
	Total			Below poverty level		Percent below poverty level
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Population for whom poverty status is determined	4,432	+/-369	773	+/-252	17.4%	+/-5.7
AGE						
Under 18 years	1,126	+/-161	136	+/-102	12.1%	+/-8.8
Related children under 18 years	1,126	+/-161	136	+/-102	12.1%	+/-8.8
	3,053	+/-250	583	+/-164	19.1%	+/-5.3
	253	+/-61	54	+/-46	21.3%	+/-17.3
<div> <div>Low Income EJ analysis affected community (AC)</div> <div>Monroe County Census Tract 11.02</div> </div>						
SEX						
Male	2,055	+/-245	342	+/-113	16.6%	+/-5.7
Female	2,377	+/-246	431	+/-190	18.1%	+/-7.6
RACE AND HISPANIC OR LATINO ORIGIN						
One race	4,260	+/-359	718	+/-245	16.9%	+/-5.9
White	3,695	+/-385	577	+/-170	15.6%	+/-4.9
Black or African American	361	+/-210	89	+/-109	24.7%	+/-28.0
American Indian and Alaska Native	9	+/-14	0	+/-11	0.0%	+/-95.0
Asian	134	+/-86	0	+/-11	0.0%	+/-19.9
Native Hawaiian and Other Pacific Islander	0	+/-11	0	+/-11	-	**
Some other race	61	+/-79	52	+/-79	85.2%	+/-38.8
Two or more races	172	+/-111	55	+/-45	32.0%	+/-23.4
Hispanic or Latino origin (of any race)	84	+/-67	0	+/-11	0.0%	+/-29.2
White alone, not Hispanic or Latino	3,635	+/-394	577	+/-170	15.9%	+/-5.0
EDUCATIONAL ATTAINMENT						
Population 25 years and over	2,757	+/-206	521	+/-153	18.9%	+/-5.7
Less than high school graduate	251	+/-109	170	+/-104	67.7%	+/-21.1
High school graduate (includes equivalency)	483	+/-143	64	+/-56	13.3%	+/-11.2
Some college, associate's degree	923	+/-204	156	+/-83	16.9%	+/-9.3
Bachelor's degree or higher	1,100	+/-191	131	+/-81	11.9%	+/-7.0
EMPLOYMENT STATUS						
Civilian labor force 16 years and over	2,645	+/-268	358	+/-139	13.5%	+/-5.2
Employed	2,490	+/-267	279	+/-121	11.2%	+/-4.8
Male	1,137	+/-192	94	+/-45	8.3%	+/-4.0
Female	1,353	+/-156	185	+/-111	13.7%	+/-8.0
Unemployed	155	+/-68	79	+/-48	51.0%	+/-25.0
Male	93	+/-54	33	+/-29	35.5%	+/-31.6
Female	62	+/-42	46	+/-38	74.2%	+/-26.0
WORK EXPERIENCE						
Population 16 years and over	3,435	+/-309	655	+/-196	19.1%	+/-5.8
Worked full-time, year-round in the past 12 months	1,488	+/-230	11	+/-19	0.7%	+/-1.3



Census Tract Maps for EJ analysis